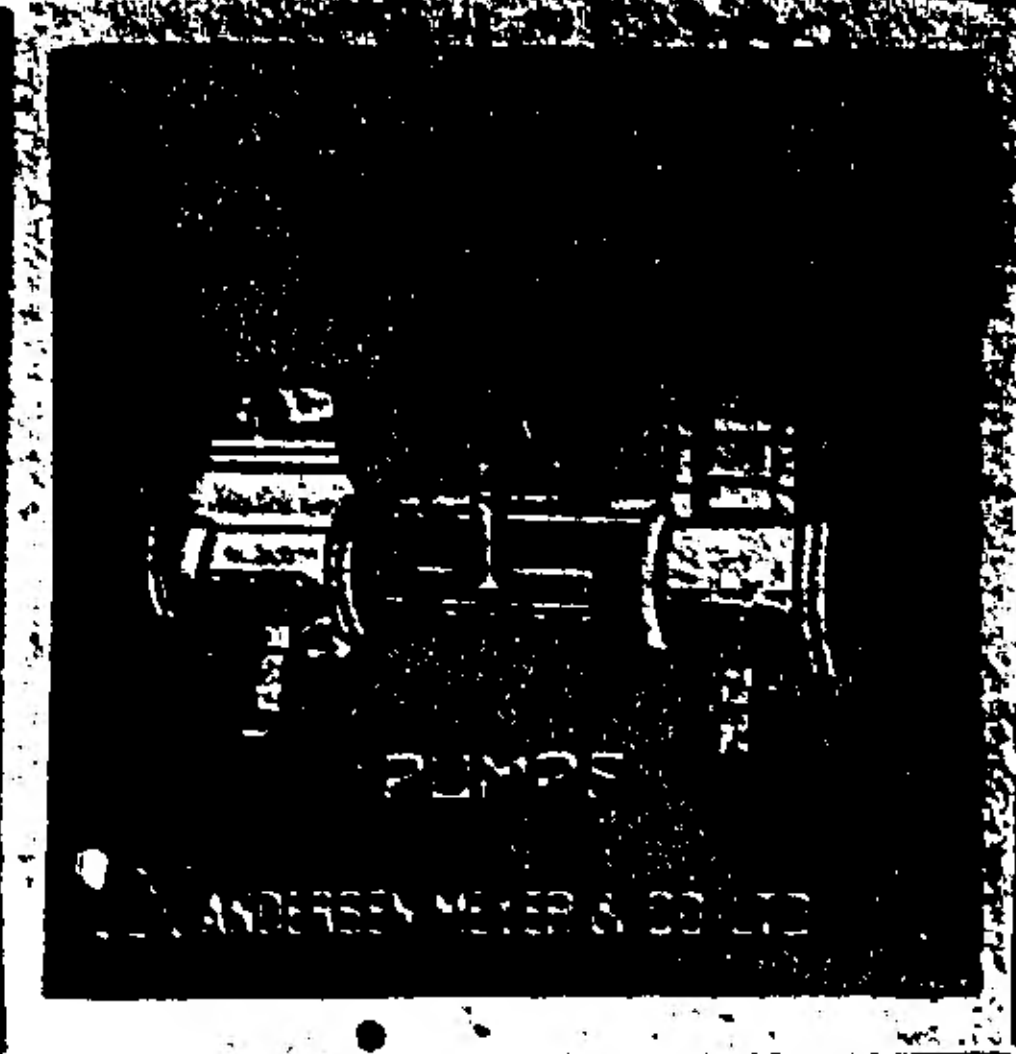


The Hongkong Telegraph

(ESTABLISHED 1881)

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69194 六拜禮 號廿月七英港香 SATURDAY, JULY 31, 1920. 日六十月六 SINGLE COPY: 10 CTS. \$56 PER ANNUM.

STOP PRESS TELEGRAMS.

RUSSIAN TERMS TO POLAND.

London, July 29. A Kiev newspaper summarises the Soviet terms to Poland including the immediate establishment of a Soviet regime and the military occupation of Poland for five years. It is thought probable that the Bolshevik official demands will follow these lines. Besides Pinsk, the Bolsheviks, according to a German report, have re-taken Grodno and the Poles have fallen back to the frontier of East Prussia.

AN ABSURD SOVIET FEAR.

London, July 30. Besides the despatch to Russia, read by Mr. Lloyd George in the House of Commons this afternoon, the text was published to-night of a previous despatch of July 26, in which the British Government, in view of Russia's reply with reference to an Armistice with Poland, offers to facilitate the journey of the Soviet trade delegates to England. It suggests that they should also be authorised to discuss the preliminary arrangements for the proposed Peace Conference. The despatch repudiates responsibility for General Wrangel's offensive and characterises as absurd the Soviet suggestion of British designs on the Crimea.

REDS INVADE POLAND.

London, July 29. A Polish communique says the Bolsheviks have entered Sokola, on the high road from Grodno. The Reds are thus on the road to Warsaw, 22 miles inside the Polish frontier.

THE IRISH DISORDERS.

DRASTIC MEASURES FORESHADOWED.

London, July 30. In the House of Commons, Mr. B. Law announced that the Bill dealing with disorders in Ireland would be introduced and passed on August 5 and 6. Replying to a very large deputation of members of both Houses of Parliament, who waited on Mr. Lloyd George on the subject of Ireland, the Prime Minister invited them to wait the introduction of the above-mentioned legislation, which would be most drastic. Whatever happened, Ireland could not be allowed to leave the Empire. He denied the report that armed guards were no longer provided for Government munitions sent by railway, and declared that railwaymen refusing to convey military goods, troops and police would continue to be instantly dismissed.

A TRUCE.

London, July 29. It is authoritatively stated that Dublin military officials are discontinuing to use the railways for military transport. *Freeman's Journal* regards this announcement as the beginning of a truce between the Government and Sinn Fein.

REUTER'S TELEGRAMS.

RUSSIA'S DEMANDS ON POLAND.

"PREPOSTEROUS TERMS" REPORTED.

London, July 29. In the House of Commons, replying to Mr. Robert Cecil with regard to the crushing terms which the Soviet is said to have submitted to Poland, Mr. Lloyd George said he could not believe that such preposterous terms would be suggested.

THE BRITISH REPLY TO RUSSIA.

London, July 29. In the House of Commons, replying to Mr. Asquith with regard to the Boulogne Conference, Mr. Lloyd George emphasised that the Allies completely agreed with regard to the British reply to M. Chicherin's telegram of July 24. He proceeded to read the reply, which stated that the British Government, assuming that a Russo-Polish Armistice was about to be concluded, proposed that the Allies should participate in the Conference at London, at which the Soviet should also be represented. He urged that no doubt should be left with regard to the object of the meeting of the Powers which would be summoned to attend and to the essential subjects of discussion. He pointed out that the two last telegrams from the Soviet leave some doubt on these matters.

BRITISH NORTH BORNEO.

SLAVERY ALLEGATIONS REFUTED.

London, July 28. At the half-yearly meeting of the British North Borneo Company, Sir West Ridgway, the President, declared that the allegations by the Anti-Slavery and Aborigines Protection Society were wild and untruthful and were made by discontented former employees of the Company. He strongly criticised the action of the Society in propounding defamatory charges without apparently examining the statements of its informants, and emphasised that a number of distinguished authorities had favourably reported upon the Company's administration, whilst exhaustive enquiries which he and the Hon. Mountstuart Elphinstone had made utterly refuted the charges—(Cham).

REUTER'S TELEGRAMS.

BRITISH TROOPS IN FAR EAST.

HONGKONG GARRISON MUST BE MAINTAINED.

London, July 28. In the House of Commons, replying to Lieut. Colonel A. Murray, Mr. Churchill stated that the number of British white troops in North China was six officers and 150 men, and in South China 91 officers and 974 men. Col. John Ward:—Does that mean that the Garrison in Hongkong numbers approximately what it did before the war, and in view of the possible breaking of the Anglo-Japanese Agreement is not 900 British troops for the protection of the whole of our interests in those regions a very small number? Mr. Churchill replied:—Yes, it very small indeed; but the position of our troops must be considered in relation to the general strategic position of the world. The troops are discharging the same duties as before the war and the Garrison in Hongkong must be maintained.

NAURU ISLAND.

LORD MILNER'S INTERESTING EXPLANATION.

London, July 29. In the House of Lords, Lord Milner, in the course of moving the Second Reading of the Nauru Island Agreement Bill, contended that it was a complete mistake to suppose that an agreement such as this needed to be submitted to the Council of the League of Nations. Article 21 of the Covenant was never intended to be applied to Nauru.

Lord Emmot refuted the argument of Lord Milner that the Government was equally entitled with a private individual to make the purchase, pointing out that the latter could not be a member of the League. He asked why Canada, India and South Africa were debarred from getting any of the deposits, and condemned the policy as contrary to the "open door."

Lord Milner, replying, said that when the question of the disposal of ex-German Colonies arose there was very strong opposition by Australia, New Zealand and South Africa to mandating any territories in their immediate neighbourhood. The Dominions had showed very good reasons why contiguous territories should simply be incorporated with them. The only point on which everybody was agreed was the justification for depriving Germany of the territories, because of the manner in which the natives were treated. The Dominions replied that if the Allies were only concerned with the proper treatment of the natives they were quite willing to accept a mandate to that extent. There was no technicality. Nauru Island and South West Africa were deliberately handed over to the mandating powers with provisions, clearly drawn, that their sovereignty was unlimited except as regards the selection of natives. He declared that the question regards Nauru Island would never have arisen if a difference had not existed between Australia and New Zealand regarding which should be the mandatory. The Bill was read a second time.

WAR SURPLUS STORES.

LARGE STOCKS STILL FOR SALE.

London, July 29. A White Paper issued by the Minister of Munitions states that the sales of surplus Government stores and raw materials on trading accounts from the date of the Armistice to June 30 total £504,000,000, including £251,000,000 for stores and £253,000,000 for raw materials. Very large stocks of surplus stores are still to be disposed of, estimated to produce £300,000,000.

IMPORTED BUTTER.

London, July 29. The Food Ministry estimate that the total imported butter available on March 31, 1921, will not exceed 90,000. The Food Ministry continues to be the sole purchaser of imports. It is opined that although a free market might bring more supplies, the price would increase to 4/- or 5/- per pound.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents)

NEW DRY DOCK.

Singapore, July 30. At a meeting of the Federal Council held to-day, the Government motion involving the expenditure of \$500,000 on a dry dock in the Prai River, opposite Penang, was carried in the face of some opposition.

FOOD CONTROL IN MALAYA.

Singapore, July 30. The Chief Secretary stated, at a meeting of the Federal Council held to-day, that he was unable to accept the motion for the control of all food in the Straits and the Federated Malay States.

ANOTHER DROP IN RUBBER.

Singapore, July 30. There was another drop in the price of rubber to-day. Sheet is quoted at 63½ and crepe at 71.

SHOOTING IN NEW TERRITORIES.

A FURTHER RESTRICTION.

It is notified that Schedule C to the Wild Birds and Game Preservation Ordinance, 1914, is amended by the insertion of the following additional Condition after Condition No. 6:—

"6a. No wild birds or game shall be shot or taken in that part of the New Territories situate at or near Fan Ling which is bounded by a line drawn from the cross roads near Tai Tan Loong Village to the Chinese Urn Cemetery and continued up the hills to the seven hundred foot level thence following this level to the end of the ridge and down to the Village of Lin Tung Mi thence to Tong Kung Ling and thence to Kam Tin Village and thence along the motor road to the said cross roads."

MERCANTILE MARINE WAR MEDAL.

OF LOCAL INTEREST.

The Hongkong Government Gazette contains the following:—

It is hereby notified that applications for the British War Medal and the Mercantile Marine War Medal will be received at the Mercantile Marine Office from all members of the British Mercantile Marine, whether British subjects or not, who are now resident in this Colony. The British War Medal will be granted to applicants who have served at sea on Board of Trade vessels for six months between the 4th August, 1914, and the 11th November, 1918.

The Mercantile Marine War Medal will be granted to applicants who during the six months referred to above have served at sea on a voyage through the danger zone, i.e., on a ship which has entered or cleared a United Kingdom, French or Mediterranean port.

Applications should be sent to the Mercantile Marine Office whether the ship on which the applicant served is registered in the United Kingdom or elsewhere and whether the service for which the application is made was performed in the waters around the United Kingdom or elsewhere. Similarly, applications in regard to service in the waters of this Colony or elsewhere, if the applicant is now resident in the United Kingdom should be made to the nearest Mercantile Marine Office in the United Kingdom.

Service on vessels engaged in purely coastal trade does not qualify for the award of these medals.

A further notice has been issued by the Board of Trade which includes in danger zone voyages any voyage made in the Japan Sea or Yellow Sea from the 4th August to the 7th November, 1914, and any voyage made between Singapore and Hongkong from the 18th January, 1917, to the 11th November, 1918. Further particulars will be issued later.

Application forms may be obtained at the Mercantile Marine Office.

NEW DOCTORS.

The following additions have been made to the list of medical practitioners:—

James Godfrey Lyon Brown, of Alexandra Building.—Bachelor of Medicine and Bachelor of the University of Edinburgh.

Reginald Jarp Wong, of 32, Wing Horn Road, Canton.—Bachelor of Medicine and Master of Surgery of the University of Sydney.

Fok Wing-kan, of the Government Civil Hospital.—Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

VISITING HONGKONG.

AMERICAN POLITICIANS COMING NEXT WEEK.

Telegraphic advices received by Mr. Leighton Hope, the acting American Consul General, state that the party of American Senators and Congressmen may be expected to arrive in Hongkong on the Great Northern on the 4th August. It is expected that special arrangements may be made by the American Community for the entertainment of the distinguished visitors during their stay here.

Dr. Paul Reinsch, the former American Minister at Peking, is among the party.

The list includes the following officials:—Senator and Mrs. Harris, of Georgia, and Miss Harris; Miss Page, daughter of Senator Carroll S. Page of Vermont; Senator Thomas Sterling, of South Dakota, and Mr. Sterling, Jr.; Mrs. Anthony, wife of Rep. Daniel Anthony of Kansas, their son and daughter; Miss Britton, sister of Rep. Frederick A. Britton of Illinois; Mrs. Brown, wife of Rep. Edward E. Brown of Wisconsin, and daughter; Rep. and Mrs. Guy E. Campbell, of Pennsylvania, and the Misses Campbell; Rep. Cassius C. Dowell of Iowa; Rep. and Mrs. Leonidas C. Dyer, of Missouri, and the Misses Dyer; Rep. and Mrs. James A. Frear, Wisconsin, and Miss Frear; Rep. and Mrs. Warren Gard, of Ohio and niece; Rep. Louis B. Goodall, of Maine; Rep. and Mrs. Guy U. Hardy, of Colorado, and the Misses Hardy; Mrs. Hastings, wife of Rep. William H. Hastings of Oklahoma and daughters; Rep. and Mrs. Hugh S. Hersman, of California, and son; Mr. Hays, son of Rep. James Hays of Utah; Rep. John M. Morris of Pennsylvania, and the Misses Morris; Mrs. Motz, wife of Rep. Luther W. Motz of New York; Rep. and Mrs. Frank Murphy, of Ohio; Rep. Henry Z. Osborne, of California; Rep. and Mrs. Michael F. Phelan, of Massachusetts, and the Misses Phelan; Rep. Stephen G. Porter, of Pennsylvania, and Miss Porter; Rep. Randall and Miss Randall; Mrs. and Miss Riordan, wife and daughter of Rep. Daniel J. Riordan of New York; Rep. Leonidas D. Robinson, of North Carolina and son; Mrs. Sanders, wife of Rep. Everett Sanders, of Indiana; Rep. and Mrs. Milton W. Shreve of Pennsylvania; Rep. and Mrs. John H. Small of North Carolina and Miss Small; Miss Steele, daughter of Rep. Steele of Pennsylvania; Mr. Summers, son of Rep. John W. Summers of Washington; Rep. and Mrs. William S. Vaze, of Pennsylvania, and the Misses Vaze; Rev. and Mrs. Harry C. Woodyard of West Virginia, and son; and Mrs. Reinsch, formerly American Minister in Peking, and Miss Reinsch; Secretary of the Treasury and Mrs. John Burke, and their daughter and son; George Hess, director of the United States Botanical Gardens; Julian Arnold, United States Commercial Attaché in Peking; Mr. Lee Edmund F. Erk, secretary of the House of Foreign Affairs and child.

Mr. Edmund Erk, clerk of the Foreign Affairs Committee of the House of Representatives, is in charge of the arrangements for the party; while Representative S. G. Porter of Pennsylvania, Chairman of the House Committee on Foreign Affairs, is the Chairman of the delegation.

The party has already visited Honolulu and is at present in Manila. It is expected to stay in Hongkong for several days and also to visit Canton. From Hongkong, the visitors will go to Japan, calling en route at Shanghai.

Disapproving of a captured German gun which had been brought to the town, Ashbourne (Derbyshire) ex-Servicemen threw it into the lake in front of Ashbourne Hall. A thunderstorm did not deter the proceed-

THE TYPHOON.

ROUGH FERRY TRIPS.

The effects of the typhoon signalled yesterday were felt in Hongkong, last evening and during the night, when heavy rains and a high wind were experienced.

Yesterday afternoon, the barometer began to fall, and in consequence of the gale that was blowing the harbour became exceedingly rough, the waves dashing over the Praya. At the Ferry Wharf, the red flag was hoisted, indicating that the service might cease at any moment. The result was that Kowloon folk made for home earlier than usual, the ferries from 4.15 onwards being crowded. The trip across the harbour was a rough one, but the boats were handled extremely well. Practically all the craft in port had left the harbour and gone to shelter. This morning, the storm had abated somewhat and the ferries ran as usual.

A warning received from Manila at 7.30 last night indicated that the typhoon was situate over the North China Sea, moving west. A telegram received at 9 a.m. to-day gives the typhoon as being over the North China Sea, inclining northward.

THE V.C. FOR WOMEN.

NURSES TO BE ELIGIBLE.

Women are in future to be eligible for the Victoria Cross. "This announcement is contained in a royal Warrant published in the London Gazette consolidating, varying and extending the Rules and Ordinances affecting the award of the Victoria Cross. It is ordered that among those eligible for the decoration shall be matrons, sisters, nurses and the staff of the nursing services and other services pertaining to hospitals and nursing, and civilians of either sex serving regularly or temporarily under the orders, direction, or supervision of the naval military, and air forces of the Empire.

The award of the Victoria Cross will presumably carry with it the pension of £10 a year in the case of women, it being ordained that every recipient of the cross not being or ranking as a commissioned officer, nor, in the case of the Navy, being or ranking with a warrant officer, shall from the date of the Act by which the decoration has been gained, be entitled to the special pension.

The many friends of Mr. C. F. Lee, of the Kowloon Wharf and Godown Company, who is well-known as a member of the Chinese Recreation Club, will extend to him and his brothers and sisters their heartfelt sympathy in the loss he has sustained by the demise of his mother, which took place this morning at the Alice Memorial Hospital. Mrs. Lee Cheung, who was aged 69 years, was well known among the Chinese community and highly respected. She leaves five sons and four daughters, most of whom are residing in the Colony.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 4d.

DON'T FORGET.

TO-DAY.

Theatre Royal.—Benefit concert for Miss Filocamo.—9.15 p.m.
Coronet Theatre.—5.15 and 9.15 p.m.

Hongkong Theatre.—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre.—5.15 and 9.15 p.m.

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BRITISH
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AT ATTRACTIVE PRICES.

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TO GOLFERS.

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is frequently caused by mist on your glasses. Rub them
with LAZARITE, the wonderful new chemical cloth, and
you will keep your form and save yourself from that
vituperative feeling.

N. LAZARUS.

OPHTHALMIC OPTICIAN, 28, Queen's Rd. Ctl., Hongkong.

FLOATING MINES IN THE
NORTH SEA.DANGER DUE TO GERMAN
NEGLECT.

The recent loss of the Boswell off the Dutch island of Terschelling came as a reminder of the danger of drifting mines in the North Sea. That there have been comparatively few such accidents is a testimony to the care with which certain parts of the general minefield has been swept up, to the precautions of the Admiralty, and to the watchfulness of captains and masters. Danger still exists, however, and some of those who have such risk to run are strongly of opinion that everything is not being done which could be done to lessen it.

When the war ceased many portions of the ocean, including the whole of the North Sea, were coloured red in the charts to indicate the presence of known or suspected minefields. Different areas were allotted to the various Powers to clear. Great Britain completed her share of the work in little over a year. Complaint is made that the area entrusted to Germany, which comprises several thousands of square miles east of longitude 4 deg. east, remains practically as it was in 1918, with the exception of the swept channels through the minefield. The moorings of the mines become corroded with the lapse of time. The mines then break adrift under the compulsion of the wind, and are carried abroad, a deadly menace to fishermen and sailors. As the current is generally in an easterly direction, most of them might be expected to find eventual rest on the north-eastern coasts of Europe.

The master of a steamship belonging to a well-known company has given a representative of *The Times* an account of his own experience. He says that on voyages from this country to a German port since last October he has, as a rule, sighted mines on every passage. Once he came upon five in three hours. The average number of wireless reports received from other vessels concerning mines sighted is some five or six a day, but, as all steamers do not possess wireless, it is difficult to get an adequate notion of the number of mines which are floating about. This particular master has sunk several mines by rifle fire, but says this is only possible when the weather is favourable. During the day the danger is relatively small, as the mines can be then seen and avoided, but at night the conditions are different, and winter has nearly 16 hours darkness.

GERMAN EXCUSES.

Our informant continues:—"It was hoped by those who cross the North Sea regularly that this summer would see the greater part of the German minefield swept up. After three months of good sweeping weather hardly anything has been done, and soon the winter storms will be upon us, when sweeping can be carried on only with difficulty. In the three months of presumably fine weather still before us much could be accomplished if a determined effort were made. I have constantly inquired in Germany why sweeping operations are not properly undertaken, and the answer is always the same, that they have no coal and that the crews of the sweepers often refuse to go to sea for the money offered them. The authorities seem to be indifferent, as they have no ships to lose. No doubt discipline can hardly be said to exist in the sweepers. The other day the crew of one of them took their ship into a Dutch port and offered her for sale. So, after two years of peace, the sailor is compelled to undergo the same sort of anxiety

NEW GERMAN STAMPS.

FRANCE AND JOAN OF
ARC DESIGN.

For 18 months past the stamp designs of practically all nations have been, and still are, in a state of transition. The designs of the French postage stamps have always been the subject of careful selection by the Ministry of Fine Arts, upon which department devolves the final choice of subjects for the new issue now under consideration. Some years ago an effective stamp design by Mr. Grassat, the poster artist, representing Joan of Arc, was accepted by the Ministry of Posts for the French postage stamp, but was eventually utilized for those of Indo-China. It is highly probable, however, that the Maid of Orleans will be further commemorated in the designs of the historic issue at present under consideration by the French Government. Two Munich artists are responsible for the designs of the forthcoming new postage stamp of the German Republic, that for the low values being from the brush of Herr Willy Zeiger, while for the higher denominations has been chosen a motif by Herr Edwin Scharff, depicting a man guiding a plough, artistically treated with a wealth of light and shade.

The new definite postage stamps of the Spanish air mail service promise to be the most striking series of serial stamp that has so far been issued. The designs are to symbolize the rise and progress of aerial navigation. They will shortly replace the present provisional issue overprinted "Correo Aereo," of which only 20,000 sets have been prepared. Three particular postage stamps are to be issued by the Spanish Post Office on the occasion of the seventh convention of the Universal Postal Union in Madrid in October. A new low value, viz., 1 centimo, is about to be added to the current Spanish postage stamps, and the design of the express letter stamp is also to be changed.

It is understood that the new postage stamps of the Kingdom of Hedjaz printed at the Sultan's own printing office at Jeddah are already in use. True to the precepts of the Mahomedan faith their designs do not contain any imagery, but are composed, as before, of finely-wrought Arabesque ornamentations. Another notable new issue comes in the form of permanent postage stamps for Armenia, printed in Paris, with picturesque vignettes of Mount Ararat, a native ploughing, an Armenian woman spinning,

and suspense as he endured during the war. If Germany cannot, or will not, fulfil her obligations, should not England fulfil them for her and make her pay? British lives and property are at stake. If Germany were told she should have no more supplies until the mines were cleared she might get a bustle on."

The official point of view is that, while Germany is doing some of her bounden share of this work, she is by no means enthusiastic. The prospect of securing actual payment from her for outside assistance cannot be considered bright. Moreover, we are taking our own measures for securing the safety of the North Sea.

These measures are not considered adequate by many professional seamen. It has been stated in Parliament that, though vessels are not kept at sea for the purpose of destroying mines, as soon as a mine is reported a vessel is sent out from the nearest coast station to destroy it; and that any British ship may get rifles and ammunition for the destruction of mines on application. Unfortunately, says the sailor, a mine does not remain where it was sighted,

ESSAD PASHA ASSASSINATED.

SHOT DEAD IN STREETS
OF PARIS.

General Essad Pasha, who in his day has played so prominent a role on the troubled political stage of his native Albania, was shot dead in Paris recently as he was leaving the Hotel Continental.

His assassin is also an Albanian, and the motive of the crime is attributed to a desire for political vengeance.

Essad Pasha has been an exile in Paris for nearly two years, ever since, in fact, the Italian Government refused to countenance his return to Albania. For some time he has been living at the Hotel Continental.

Immediately after luncheon accompanied by a lady, he quitted the hotel, intending to go for a drive in a motor-car. The General and his companion emerged from the hotel into the Rue de Castiglione. The motor-car was waiting, the hotel porter had opened the door, and Essad Pasha had handed his lady friend into the car. He was about to follow.

Suddenly a tall, poorly dressed man, who had been hiding behind one of the pillars of the arcade in the Rue de Castiglione, darted forward and, drawing a revolver, fired two shots in quick succession at Essad Pasha.

The first bullet struck Essad on the right side of the body. As he spun round from the shock of the wound, the assassin's second bullet struck him in the region of the heart and he collapsed, a lifeless mass, on the footpath.

BEATEN BY THE CROWD.

The hotel porter, still holding open the door of the car unable to intervene in time to prevent the perpetration of the crime, but, as the murderer fired the second time the porter courageously sprang at him and, seizing him by the throat, bore him to the ground. A second porter rushed to his assistance, and between them they disarmed the murderer. He'd close to the grip of the two men, pending the arrival of the police, the murderer was cuffed and kicked by the crowd until his face was bleeding and his body black and blue.

The police, when they could take charge of the man, had a difficult task to save him from the fury of the populace. In a somewhat battered condition he was taken to the nearest police station.

He is an Albanian, aged 25 years, and gave the name of Aveit Rustem.

Rustem is to be examined by mental experts, in order to determine his sanity.

ESSAD'S CAREER.

The dead man had played many parts in the course of his chequered career. At the time of the Turkish revolution he allied himself with the Young Turks, but in the Balkan wars he espoused the cause of his native Albania, and fought with the Serbs, Greeks, and Montenegrins against his military masters, the Turks.

In turn he supported and plotted against Prince William of Wied during the latter's brief and eventful rule in Albania. He has been called "the uncrowned king of Albania."

In the great war Essad showed genuine friendship for the Allied cause.

It may be 100 miles or more from the nearest coast station when sighted. Maritime opinion is, also, that every British ship should be compelled to carry rifles, and the master penalized unless he makes an effort to destroy every mine he sights, even if this should involve loss of time and tide. Some would like to see destroyers patrolling the sea routes, and available at any time to follow up a wireless report.

NOTICES.

AUSTRALIAN JAMS

NEW SEASON'S

"IXL" BRAND.

Strawberry	Jam	13 oz.	tins	35. c.
Apricot	"	16 oz.	"	35. "
Black Currant	"	16 oz.	"	35. "
Plum	"	16 oz.	"	35. "
Orange Marmalade	"	16 oz.	"	35. "
Apricot	Jam	27 oz.	"	60. "
Black Currant	"	27 oz.	"	60. "
Plum	"	27 oz.	"	60. "
Orange Marmalade	"	27 oz.	"	50. "

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PITY THE KINGS!

WANTED—A CHARTER OF RIGHTS.

Harold Spender, writes in the *Daily Chronicle*—

Some few weeks ago King Alexander of Greece flattered all the dovetails of Athens by announcing his marriage with the girl he loves. He sealed his affections by risking his throne and his future.

It was all very annoying and distressing for Government officials and high society, and we may be sure that every attempt will be made in all the Courts of Europe to sacrifice the girl on the altar of conventions and proprieties. For the killing of Iphigenia was not the last crime of its kind, and what is lawful in a subject is often a sin in a king.

It was Shakespeare who first pointed out, in numerous passages of immortal power, that kingship is an extraordinarily overrated profession; and episodes like that of King Alexander and his hapless bride only serve to remind us of that ancient truth.

KINGS ON STRIKE.

But is it not about time that kings too, like others, went out on strike against such intolerable conditions? I am quite sure that the purples of all nations would support them, and that they might find new sources of strength and affection.

For look at the situation. Here is a young man raised to kingship by a mere turn of the wheel of fate. Every effort should be made to fill him with a sense of his responsibility and the need for loyalty to his plighted word. Yet the first thing done, by all the powers, political and social is to incite him to break his word and to ruin the life of the girl he loves.

Perhaps they will succeed, and then they will be surprised to find that out of an honest young man they have produced some kind of person like Ferdinand of Bulgaria. Then they will all shake their heads over the ways of kings, and forget that they were responsible for turning him into what he will become.

Now I suggest that kings should combine together and put forward a charter of rights. They should point out that theirs is a risky profession and that, in return, they deserve some consideration.

RIGHT TO CHOOSE A WIFE.

The right that they should put at the top of their charter is the right to choose a wife. It sounds a simple right, and indeed most men regard it as elementary. But kings and princes alone among human beings are debarred from this condition of well-being. A special Act inscribed on our Statue Book hedge round the freedom of every one of our own princes, and there is not a royal person in Europe who is not in some way controlled in this respect.

What is the result? Look at this particular case of King Alexander. Ex-King Constantine, the father of this young man, gave us all no end of trouble. His misconduct probably prolonged the war by two or three years. But why did he so signally fail in his duties to Greece and to Europe?

In the first place, because he was not a Greek himself; and in the second place, because his wife was not a Greek. Both, in other words, were foreign to the country over which they ruled, and when they came to the crisis of that nation's history their loyalty to their own nation proved stronger than their duty to the nation over which they happened to rule.

Queen Sophia, for instance, found it easier to be loyal to her brother, the German Emperor, than to be loyal to Greece.

Now one would have thought that Greece would have drawn from these facts the obvious moral; that they would have said, "If we can't have a Greek king, at any rate let him have a Greek wife."

PERSONAL LIBERTY OF RULERS.

Not a bit of it! So strong is social convention, and social jealousy that directly their new king takes the light sensible step of choosing a Greek wife they all proceed to direct against him a concentrated fire of criticism. So that the young man is reduced to the dilemma of either abdicating, as many princes have done, or of deserting his wife—a pleasant little choice to present to a man in whose hands the fate of the future is so great.

But the moral stretches much further. Evidently now teaches us absolutely that unless the remaining royal families of Europe can choose wives from a larger sphere they will inevitably

WOMEN POLICE.

DEMAND FOR OFFICIAL RECOGNITION.

The chief officials of the women police are anxious it should be known that the death of Miss Damer Dawson, their commandant, does not mean that there will be any cessation of the work of the police; on the contrary everything possible will be done to secure the official recognition which has been withheld so long. The new commandant is Miss M. S. Allen, O.B.E., who was Miss Damer Dawson's assistant; she will have Miss Goldingham, M.B.E., as her superintendent. The three executive officers worked in close touch since 1914, and the two who are left have determined that there shall be no break in the continuity of their work. The chief inspector will be Miss Edith Champneys.

Commandant Allen stated to a representative of *The Times* at the headquarters of the Women's Police Service, 6, Eccleston-square: "We are now awaiting the findings of the Commission which was lately appointed by the Home Office. Should these findings be, as the majority anticipate, in favour of the permanent employment of women police, there will not only arise the question of their status and pay all over the country, but also of their training. We shall know then whether the Home Office will take us over as a State Department for the training and supply of women police, or not."

"We have had a unique experience in training women police. Over 1,000 women have passed through our training department and chief constables all over the country have come to us for trained women. During the war the service was appointed by Ministry of Munitions to control and supervise the work of the women police in munition factories. The service has ample means at its disposal to continue the training of policewomen. Many chief constables are prepared to employ policewomen, but are waiting the report of the Commission."

A memorial to Miss Damer Dawson is being arranged in connection with the benevolent department of the Women's Police Service, which forms a very important branch. It will take the form of a home for unmarried mothers and their infants, and a scheme has been prepared which has already met with the approval of the Ministry of Health and will have a grant from them. A suitable home has been selected in Hythe and substantial donations have already been received and promises toward the fund.

decay, and perhaps in their decay pull down the nations. Is it not possible that the events of the last few years have had some connection with our attempts to hedge round the personal liberty of rulers, and to corrupt their wills?

For this is comparatively a new check. Our great kings of old chose their wives from among the nobility, and sometimes from among the commoners. Two fairly modern English queens, Queen Mary and Queen Anne, were neither of them on their mother's side of royal blood, for their mother, the wife of James II., was the daughter of Hyde.

Henry VII. and Henry VIII. thought little of marrying from a non-royal nobility, and George IV. was largely ruined because he was not allowed to avow his secret marriage with Mrs. Fitzherbert.

But why add to the list? The need of extending this freedom of kings has now become obvious and imperative, and I think we ought all to be grateful to King Alexander for having brought the matter to a head.

ARMY LIFE AND EXCESSIVE DRINKING.

The question whether army life had the effect of accustoming men to take alcoholic liquor is raised in the annual report of the Prison Commissioners for Scotland issued as a White Paper. Dealing with the prison inmates, the Commissioners state that it is to be noticed that most of the men admit drinking to excess, and that a large proportion of them state that they acquired the habit of drinking while serving in the army. "No doubt," they add, "many of them, when free from the restraints of the army life, have given way to a natural tendency to indulge themselves freely in various ways."

FIRE & MARINE INSURANCE ASSOCIATIONS OF HONGKONG.

NOTICE.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, August 2nd.

By Order,

LOWE, BINGHAM AND MATTHEWS,
Secretaries.
Hongkong, July, 31st, 1920.

HELENA MAY INSTITUTE.

Until further notice the weekly religious meetings will be held on WEDNESDAYS. On the 1st, 3rd and 4th Wednesdays at 5.30 p.m. On the 2nd Wednesday at 10 a.m.

Address by Rev. G. J. WILLIAMS.

TROUSERS FOR ALL

PROPHECY OF FASHIONS IN 1925

Women who have seen or heard about the fashions in "Husbands for All," Miss Gertrude Jennings' new play at the Little Theatre, are discussing the probability of trousers for all, in 1925.

Miss Marian Wilson, the fashion prophet and designer of the garments worn in the play is only eighteen years old, but twelve days before "Husbands for All" was produced, when she was asked to create fashions for five years hence, she knew exactly what women would wear by that date.

The creations were left in her charge, and beyond a request that she would be moderate, with due respect for an English audience, she was not interfered with.

Miss Wilson decided that however much girls may adopt fashions intended for men, they will never abandon frills and sticks, and so she compromised between the severity of masculine garments and the femininity of Early Victorian dresses with original, if unusual, results.

In 1925 a tailored coat and skirt, the stand-by in an English woman's wardrobe, will have become converted to an overcoat and trousers shaped rather like flower petals, with a flowered silk waistcoat. Servants in black and white attire, or even neat uniforms, will be dreams of the past, and the domestic workers of the day, no longer labelled cooks or housemaids, will do their duties in casement cloth trousers, flowered cretonne bodices, and capped like a munitioneer's head-covering.

The change in women's evening dress is most startling of all, and the dancer's desire for freedom of limbs become realized when tulle-trousers, tight and finished with frills, appear beneath a bell-shaped tunic. This costume, worn with a loose evening cloak, and finished by the addition of a long horn-topped cane, gives the 1925 woman the appearance of a perfect Beau Brummell.

Miss Wilson, who is a dancer by profession and has recently finished appearing in *Silvia's Lovers*, had designed stage dresses only once before.

BAGPIPES.

WANTED BY IRISH REGIMENTS.

In the House of Commons recently Mr. Churchill, replying to Mr. Barrie (Banff, C. L.), said: "Requests have been made by Irish regiments to use bagpipes, and the whole matter is at present under consideration."

Mr. Barrie asked whether the prerogative of the Highland and other Scottish regiments ought not to be considered.

Mr. Churchill.—It is quite true that it should be very carefully considered. But a privilege is one thing and a monopoly another.

Dr. Murray asked whether before authorizing this innovation in the Irish regiments he would consider the sentiment of the Highland and other Scottish regiments, who had had bagpipes for generations.

Mr. Churchill.—I think that must be carefully considered. As the hon. member knows, the Irish Guards already have bagpipes.

Lieutenant-Commander Kenworthy.—Did not the Scots bring back the bagpipes from Ireland many centuries ago?

No answer was given.

NEW ADVERTISEMENTS.

THE FRAWLEY COMPANY

AT THE

THEATRE ROYAL.

IN A SEASON OF THE LATEST AND GREATEST OF LONDON AND NEW YORK SUCCESSES.

MONDAY, Aug. 2nd.	"FAIR AND WARMER."
TUESDAY, Aug. 3rd.	"SCANDAL."
WEDNESDAY, Aug. 4th.	"THREE WISE FOOLS."
THURSDAY, Aug. 5th.	"LIGHTNIN'."
FRIDAY, Aug. 6th.	"POLLY WITH A PAST."
SATURDAY, Aug. 7th.	"IT PAYS TO ADVERTISE."

Prices as Usual.

Booking at MOUTRIE'S.

REVUE CONCERT

D. F. AMELIAS CO.

REPRESENTING FIRST TIME HONGKONG

at the

THEATRE ROYAL

for the benefit of

Mlle. ROSA FILOCAMO

Saturday, 31st July at 9.15 p.m.

Programme including Transformation and Symphony Orchestra under the direction of

Prof. E. Danenberg.

Plan at Moutrie's.

Prices: 5s, 3s & 1s.

MESDAMES.

LES MODES GINETTE.

DE LA MAISON C. BONNARDEL.

Most of the large selection of Hats imported from Paris having been sold, and not desiring to send the remainder back to Paris, the representative of the above firm, who is shortly returning to France, will sell the rest of this dainty new stock to the Ladies of Hongkong at cost prices.

HOURS: 10 a.m. to 1 p.m.

4 to 6 p.m.

ALSO BY SPECIAL APPOINTMENT
Room 260, HONGKONG HOTEL.

CONSIGNEES.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

S.S. "WEST MONTOP."

NOTICE TO CONSIGNEES.

From LOS ANGELES via
HONOLULU, JAPAN PORTS
& SHANGHAI.

From EUROPE and STRAITS.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on August 9th.

All claims must be presented within a week of the steamers arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after August 9th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

LOS ANGELES PACIFIC
NAVIGATION CO.
AS OPERATORS, U.S. SHIPPING
BOARD.

Hongkong July 31st, 1920.

THE Company's Steamship
"TSUSHIMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 6th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 30th July, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

G. R.

NOTICE.

IMPORTS & EXPORTS OFFICE

PUBLIC HOLIDAY.

This Office will be open for all purposes from 9 a.m. to 12 noon on Monday the 2nd August, 1920.

Licensed Warehouses will be entirely closed on that day.

C. W. BECKWITH.

Superintendent,

Imports and Exports.

Hongkong, 27th July, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 3rd. August, 1920.

commencing at 2.30 p.m.

at No. 18 Middle Road, Kowloon

A Quantity of Valuable Household Furniture

comprising:—Teak hatstand, blackwood music cabinet, stools & teapots, Chesterfield couches & armchairs, carved cherrywood card table, teak desk & bookcases, silk embroidered pictures, tapestry curtains, carpets, rugs, electric fittings etc. etc.

Teak extension dining table & chairs, teak sideboard, teak dinner waggon, teak ice chest, tea tables, teak flower stands, dinner service etc. etc.

Double & single teak & iron bedsteads, double & single teak wardrobes, teak dressing tables, teak chests of drawers, enamelled baths, patent basins etc. etc.

Also

Pantry & Kitchen Requisites

And

1 Victrola with cabinet & 40 records

1 Singer's Sewing Machine with electrical attachment

1 Aviary with 11 canaries

N.B.—Most of the above furniture were made by Messrs. Wm. Powell Ltd.

On view from Monday, the 2nd August.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th. August, 1920.

at 12 o'clock (noon)

at their Sales Rooms, Duddell Street.

(for account of the concerned)

The Wreck of the

S.S. "CHIYO MARU"

as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMMERT BROS.

Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS.

Duddell Street.

WANTED.

EUROPEAN ENGINEER, highly qualified (Diploma of Riga Polytechnicum), with practical experience of Machine Building, Railway Engineering, Shipbuilding and Electrical Engineering, Expert Draughtsman, speaking four languages, first class references, seeks suitable position. Address offers to Box 399 c/o "Hongkong Telegraph."

WANTED.—Assistant (British) wanted for General Office work. State Age, experience and salary required to:—Box 404 c/o "Hongkong Telegraph."

WANTED.—Furnished House required, suitable for three or four bachelors (British). Hongkong preferred. Immediate possession if possible. Apply Box 405 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Abergeldie 135 Peak. Apply 135 Peak.

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram station. Apply to Linstead & Davis, Alexandra Buildings.

NOTICE.

HONGKONG TRAMWAY CO., LTD.

(Incorporated in the United Kingdom)

Notice is hereby given that an Interim Dividend of Nine Pence per Share on account of the year 1920 has been declared.

The Dividend will be payable on and after Wednesday, the 25th day of August 1920 to Shareholders on the Register on Tuesday, the 10th day of August 1920 and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/8 per Dollar.

By Order of the Board,

R. J. WILTON,

Acting Secretary.
Hongkong, 26th July, 1920.

NOTICE.

MESSAGE HALL

MRS. HAN INOKUCHI.

Graduate from the Nagasaki Massage School, has removed from No. 33 Queen's Road to No. 26, Stanley Street 1st floor. Telephone No. 1964.

NOTICE.

We have this day removed our office to the top floor of Nos. 250 & 252 Des Voeux Road Central (Messrs. Kwong Sang Hong's main premises).

MOW FUNG & CO. LTD.

Hongkong, 19th. July, 1920.

NOTICE.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on MONDAY, the 2nd August, 1920.

Hongkong, 28th. July, 1920.

THE BLUE FUNNEL LINE

REGULAR AND FAST SERVICE

LONDON SERVICE

(Direct)

"PROMETHEUS" 17th August London and Hamburg
 "OANFA" 17th August London, Amsterdam & Antwerp
 "PROTESILAUS" 31st August London, Amsterdam & Hamburg
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "LYCAON" 20th Sept. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ALCINOUS" 14th August Havre and Liverpool
 "BELLEROPHON" 20th August Genoa, M'les L'pool & Glasgow
 "RHESUS" 2nd Sept. M'les, Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'les L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 16th August Victoria, Seattle and Vancouver
 "TALTHYBIUS" 30th August
 "TYNDAROS" 6th October

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 2.
 For Freight and Further Information Apply to

BUTTERFIELD & SWIRE AGENTS.

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Corrected to 19th July, 1920.

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—DRY DOCK—

LENGTH 787 FEET.

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SILL (H.W.Q.S.T.) 34 FT. 6 IN.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

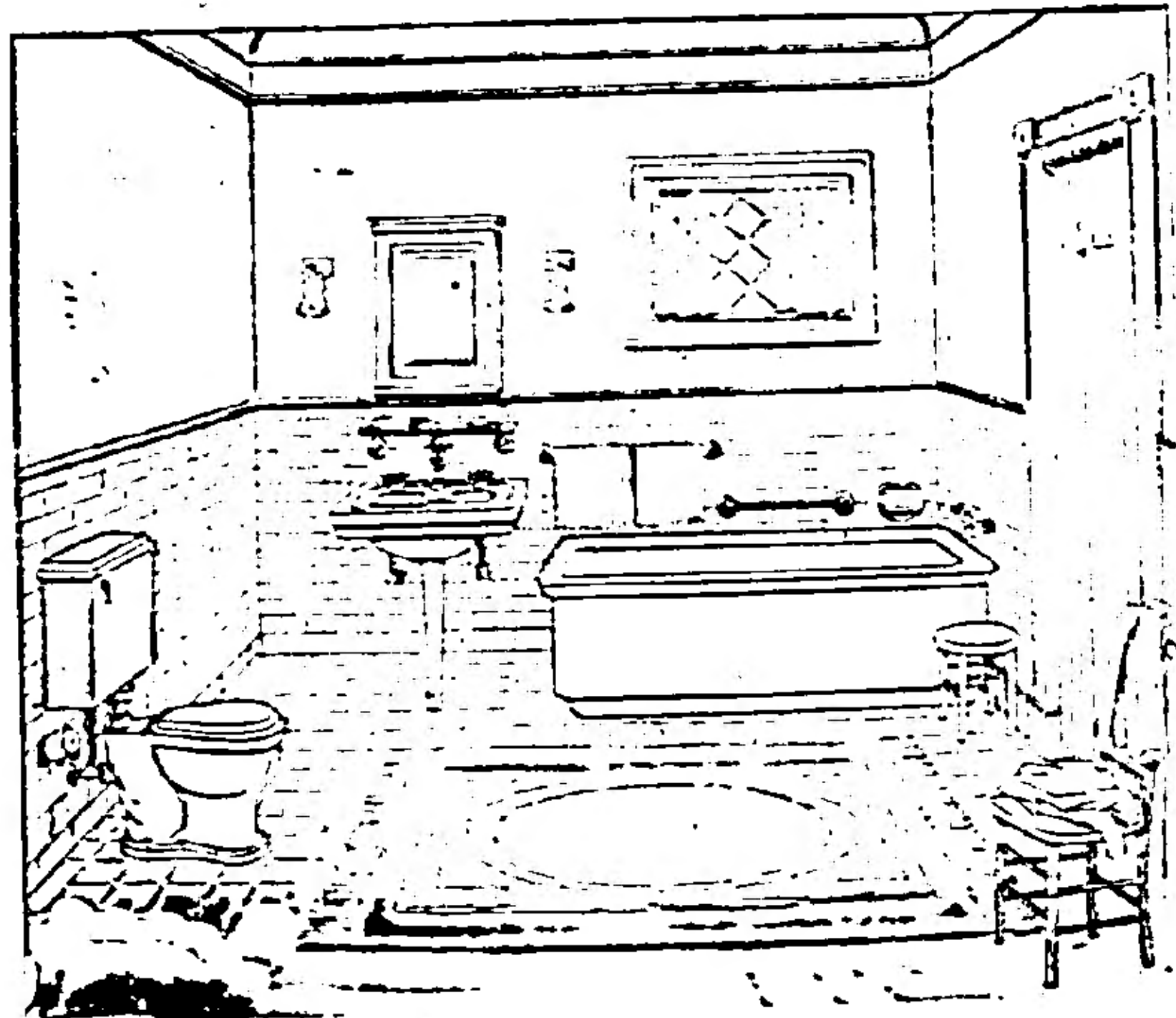
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

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If you want a modern up-to-date Bathroom with
 fixtures from floor to ceiling call on us.

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THE SHIPPING WAR.

NEW AMERICAN LAW
BENEFITS CANADA.

Vancouver, June 17.—Shipping
 interests on the whole of the
 Pacific coast are intensely in-
 terested in the effects of the
 Jones Shipping Bill, which with
 the exception of one clause, has
 passed the United States Con-
 gress, and comes into effect on
 May 5, 1921.

The object of the Bill is
 to build up an American
 mercantile marine by dis-
 couraging passenger and freight
 traffic to or from American ports
 except in American Shipping
 Board vessels or vessels of
 American register. A clause
 which is suspended for 90 days
 provides that freight on American
 railroads shall be given a pre-
 ferential rate if intended for car-
 riage by American vessels.

That these provisions may react
 like a boomerang is shown by the
 Seattle Post-Intelligencer.
 The newspaper says that
 without waiting for the expiration
 of the 90 days' suspension a num-
 ber of foreign steamship lines are
 preparing to shift the Pacific
 terminus of their operations to
 Vancouver at once. Notable among these are the
 fleets of the Trans-Oceanic

Company, a subsidiary of the
 Japanese Ocean Transport Com-
 pany, which operates from three
 to five cargo ships each month
 out of Seattle and Tacoma. It
 adds that an agreement has been
 made by the Trans-
 Oceanic Company with the
 Canadian Pacific Railway to
 make Vancouver the terminus
 instead of San Francisco and
 Seattle.

It is stated that the Blue Fun-
 nel Line is about to transfer from
 Seattle to Vancouver. It is pos-
 sible also that the Nippon Yusen
 Kaisha will take a similar course,
 while the Robert Dollar Company
 has announced its intention of
 doing so.

The newspaper adds that while
 the Jones Act undoubtedly will
 prove beneficial to American
 ships, local shipping
 men are not enthu-
 siastic about the working of the
 law, for the reason that short
 hauls to Atlantic ports will not
 be likely to affect the foreign
 lines operating from those ports to
 the same extent as on this coast.
 Canadian coastwise vessels oper-
 ating to Alaska will be barred,
 and the Act will have an effect
 on vessels carrying large quan-
 tities of pulp and paper from the
 British Columbia mills to the
 United States.

"REVOLUTIONARY
CONSPIRACY."DUKE OF LABOUR
EXTREMISTS.

Addressing the Midland Branch
 of the National Union of Man-
 ufacturers at Birmingham the
 Duke of Northumberland said
 that nationalisation as defined by
 the Labour Party was in-
 distinguishable from Communism,
 Socialism, and indeed Bolshevism.
 Whatever might be the views of
 individual members of the Labour
 Party they were not free agents,
 but were delegates and representa-
 tives of powerful societies
 designed originally for the pro-
 tection of the workers against
 exploitation by employers, but
 which had become machines
 organized for fighting capital.
 These societies were now being
 united into a huge confederation
 modelled on the lines of the
 German General Staff, and leaders
 of a great trade union federation
 such as this could paralyse the
 whole national life.

Side by side with the persistent
 attempts to nationalize the coal
 industry was the agitation among
 railwaymen and transport
 workers. The same men who
 tried to cause revolution during
 the war and bring about a
 premature peace with Germany,
 were still on the executives of
 these great federations. Agitators
 were now boiling up for another
 great effort. The miners were to
 be persuaded into demanding that
 the surplus profits of mines which
 now went to the Exchequer
 should be distributed among them,
 while railwaymen and transport
 workers were to be roused into
 simultaneous agitation to support
 the railwaymen in Ireland and
 assist open rebellion in the cause
 of Sinn Fein. This was to be
 accompanied by support of the
 Bolsheviks in Eastern Europe,
 refusal to handle goods for Poland,
 and the boycott of the Hungarian
 Government.

These efforts were all part of
 one great campaign in which
 revolutionaries were wirepullers
 and the leaders of the Labour
 Party played the part of more
 or less unwilling agents.
 The campaign against capitalism
 was the most ridiculous ever in-
 vented. It was reaction gone
 mad. The Labour Party not only
 seemed incapable of originating
 new ideas but never succeeded in
 resuscitating one which was less
 than a thousand years old. The

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"TSUSHIMA MARU,"

having arrived from the above
 ports, Consignees of Cargo are
 hereby informed that their Goods
 are being landed and placed at
 their risk in the Hongkong, and
 Kowloon Wharf and Godown
 Company's Godowns at Kowloon,
 where each consignment will be
 sorted out mark by mark and
 delivery can be obtained as soon
 as the Goods are landed.

Optional Goods will be carried
 on unless instructions are given to
 the contrary before Noon, To-
 day.

Damaged packages must be left
 in the Godowns for examination
 by the Consignee's and the Co's
 representatives at an appointed
 hour on Tuesday & Friday. All
 claims must be presented within
 ten days of the steamer's arrival
 here, after which date they cannot
 be recognised. No claims will be
 admitted after the goods have left
 the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 30th July, 1920.

actual number of revolutionaries
 in this country was negligible, but
 revolutions were not, as a rule,
 the result of great popular move-
 ments, but of well-organized con-
 spiracies. The public and the
 workers should be kept fully in-
 formed of the nature and progress
 of the present conspiracy, and the
 Government should warn the
 workers of the disastrous course
 into which they were being led.

FAMOUS CRICKETER AS

MISSIONARY.

C. T. Studd, one-time captain of
 the Cambridge cricket eleven, is
 now one of the most daring and
 unconventional missionaries in
 the Belgian Congo. At the age
 of 60 he is taking long journeys
 through tropical forests, visiting
 places never before evangelised.

W. S. BAILEY
& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

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Sole Agents for
 "KELVIN MOTORS."
 Motors from 12 B.H.P. to
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 also spare parts.

Works Tel. K.21
 Managers K.329
 Secretary K.369
 Harbour Engineer K.28
 Telegrams "SEYBOURNE"

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"RIOJUN MARU"
From JAPAN.

Consignees of Cargo are hereby
 informed that all goods are
 being landed at their risk into the
 Godowns of the Hongkong and
 Kowloon Wharf and Godown
 Company, Ltd., at Kowloon,
 whence and/or from the wharves
 delivery may be obtained.

Optional Cargo will be forward-
 ed unless notice to the contrary
 be given before.

No claims will be admitted
 after the Goods have left the Go-
 downs, and all Goods remaining
 undelivered after the 28th inst.
 will be subject to rent.

All claims against the steamer
 must be presented to the Under-
 signed on or before the 14th prox.
 or they will not be recognized.

All broken, chafed, and damag-
 ed Goods are to be left in the
 Godowns, where they will be ex-
 amined on the 4th prox. at 10 a.m.

No Fire Insurance has been
 effected.

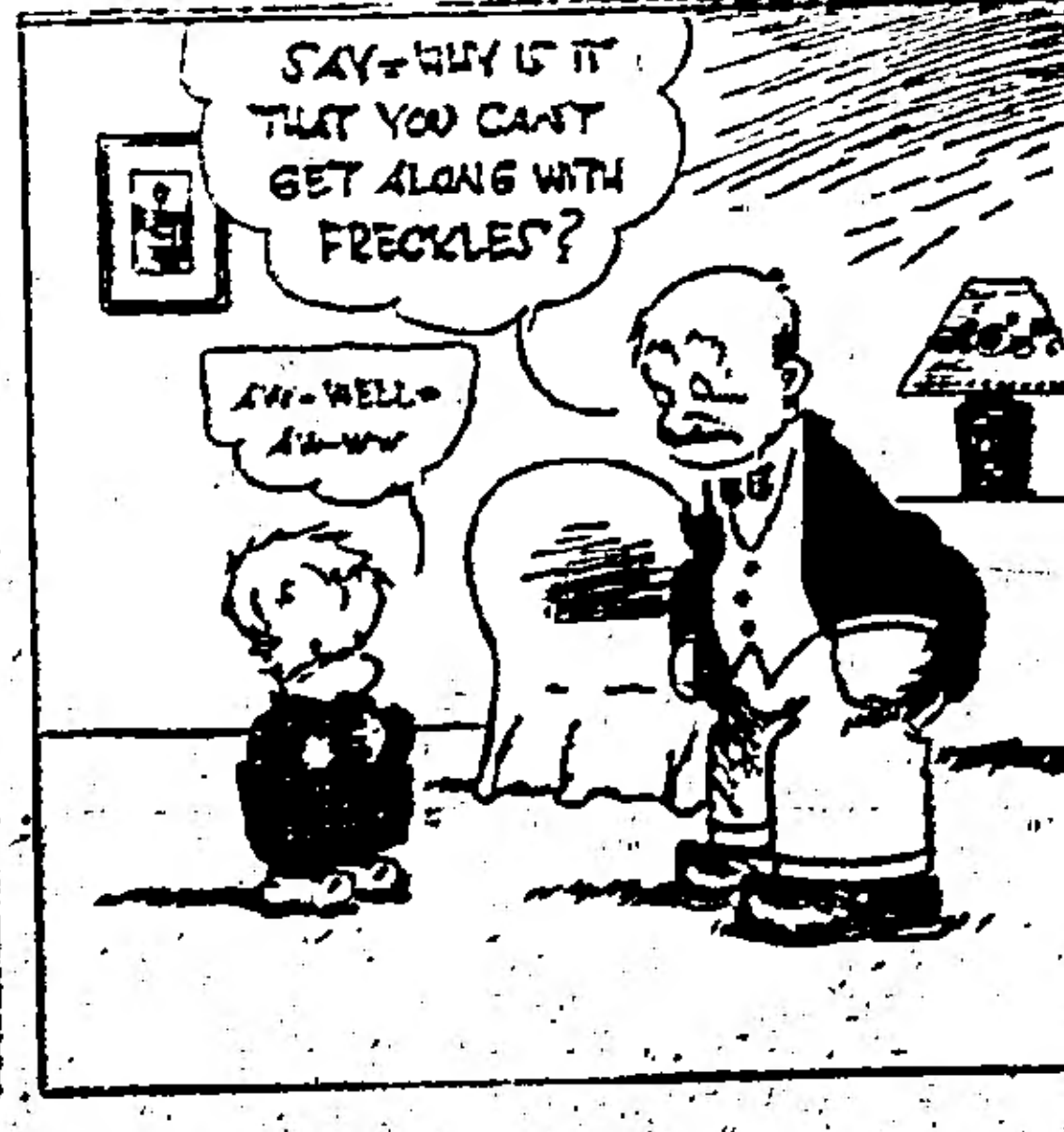
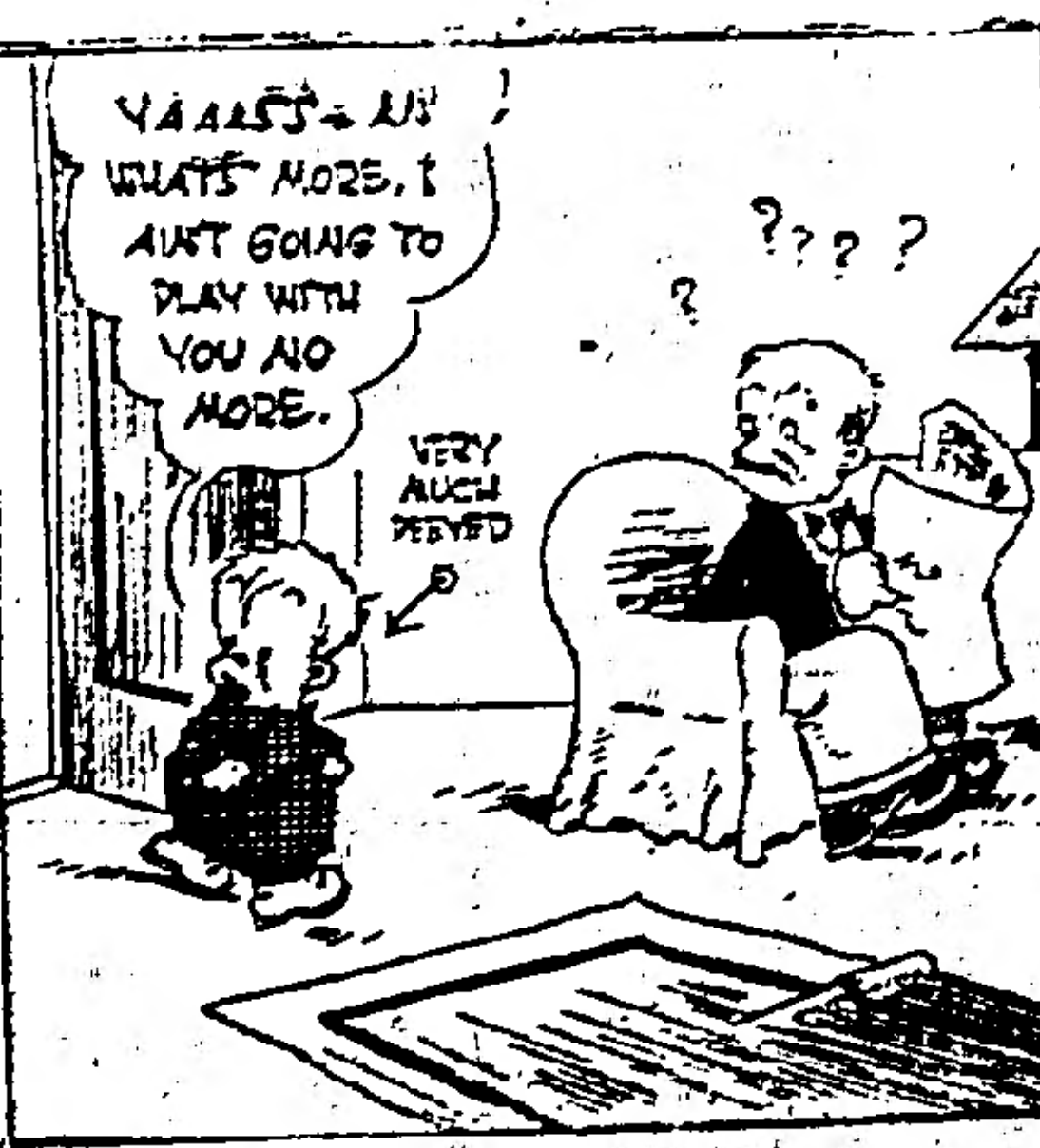
Bills of Lading will be counter-
 signed by

DODWELL & CO. LTD.,
 Agents,
 Hongkong, 28th July, 1920.

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BY BLOSSER.



DELICIOUS SUMMER DRINKS

Can be made with
WATSON'S
PURE FRUIT SYRUPS
Mixed with plain or Aerated
Water. Raspberry, Strawberry,
Lemon, Lime Juice--etc., etc.
Prepared from the
GENUINE FRUIT JUICE.

S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Phone 16.

Correspondents are requested to observe the rules which require them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)
The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

DEATH.

LEE CHEUNG.—At the Alice Memorial Hospital, Hongkong, on July 31st, Mrs. Lee Cheung, aged 69 years. Honolulu papers please copy.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 31, 1920.

CEYLON'S "REFORMS."

We are wondering whether the Hongkong Constitutional Reformers are elated by the news of the proposed changes in the legislative machinery of Ceylon, or whether the information has depressed them. As things are at present, Hongkong and Ceylon are in pretty much the same position, at any rate so far as the Official Vote in the Legislative Council is concerned. Here in this Colony we have seven Officials and six Unofficials occupying seats, whereas in Ceylon the respective numbers are eleven and ten. But there is this difference in favour of the latter Colony—four of its Unofficials are elected by the public, whereas not a solitary one is so chosen in Hongkong. Both Colonies have been asking for Constitutional Reform, with considerable emphasis on the demand for an Unofficial Majority. Now we know what Ceylon has succeeded in obtaining. We still have to wait to learn what concessions will be granted to the Hongkong Reformers.

So far as the changes in the constitution of the Ceylon Legislative Council are concerned, the reforms now decided upon mean that three more Officials and thirteen more Unofficials have been added, with the result that the latter secure a substantial majority of the seats—twenty-three to fourteen, to be precise. That is a concession to the demands of the reformers, but, in view of the provisions which are made, experience alone can show whether any real improvement will be effected. There is a point here of special interest to Hongkong. Our Constitutional Reform Association has amongst its demands a request that the nominative principle be abandoned in favour of the elective. We are with the Association in that aspiration, but would go further and urge the desirability of all the Unofficials being chosen by the electorate and not by specific bodies like the Chamber of Commerce or the Justices of the Peace. In view of the decision in regard to Ceylon, however, it appears to us rather doubtful whether the nominative principle will be entirely abolished here. It is not being thrown over in Ceylon, where for the present only sixteen, and subsequently nineteen, of the twenty-three Unofficials are to be elected.

But to our way of thinking, the Ceylon reforms, thorough-going as they appear at first sight, are rather discounted by the powers which are still to be vested in the Governor. Although the Unofficials are to have a decided majority of seats, the Governor is to be empowered to declare the passing of any measure paramountly important, whereupon such measure may be carried by the votes of the Official Members. Then, also, His Excellency is given the power to prevent proceedings in Council in regard to any measure affecting the safety and tranquillity of Colony. In both the one case and the other, it is apparently within the competency of the Governor to decide whether given measures come under either of these headings, so that the promised Unofficial Majority does not really amount to very much after all. Indeed, as we see it, the Unofficial Majority movement has, for all practical purposes, been knocked on the head—what is given with one hand is taken away with the other. We are not sorry that that is so, if the Ceylon changes are to be taken as a precedent in deciding Hongkong's reforms. There are Imperial reasons why power over important measures should remain in the hands of a Governor of a Colony. A measure of municipalisation would be wise and sufficient, with admission of the true elective principle in the case of all Unofficials. But an Unofficial Majority with no safeguards, might well be abused. Unofficial Rule could easily become Vested Interest Rule. We don't want axe-grinders on our Council. We might easily get them if our Unofficials took charge, and especially if certain chosen bodies did the electing.

NOTES & COMMENTS.

WORKMEN'S FARES.

"H.C.L." must be getting quite a burden at Home these days. Not only is there increased cost of food to meet, increased cost of clothing, increased rent charges, but the very things that one has always looked upon as being at a fixed price have gone up too. Who would have imagined a few years ago that to post a letter would have cost 2d., or that railway fares would have been doubled? In the cable to hand yesterday we were glad to note that the Government has decided to give further consideration to the question of raising workmen's fares, because a decision in that direction would mean a very heavy item for the millions of workers in London and other large towns who are forced to travel to and from their work by train. And the point to be remembered are, for the large part, just the class that can ill afford any further burden. London's suburban millions have a weekly struggle to "make both ends meet" that needs no intensifying. To casual travellers, forced to make journeys, the burden will not be so hard, but for these workers (and we have seen thousands teeming out of Liverpool Street) we have a real sympathy.

INDIA AND THE LEAGUE

The forthcoming meeting of the Council of the League of Nations promises to be an important one, judging by the subjects that are to be discussed. President Wilson, who has called a general meeting of the League for November, will have to be an interested spectator of the July affair, but the world knows that his sympathies will be with the deliberators. From the British point of view, one of the most important matters being raised is the claim from the Government of India for membership of the Council. There will be many points raised in opposition, but we think they are all generally overridden by the fact that India is a country of itself, that has to be counted on in any world crisis, just as it was in the recent war. All the big British Dominions are claiming similar entry upon the Council and we think that the principle has already been sufficiently well agreed to need no further argument.

A HONGKONG ROBINSON CRUSOE.

In the matter of crime by Europeans Hongkong can be counted as being wonderfully free, but it was not ever thus. One cannot glance through these entertaining volumes written by Mr. Norton Kyshe without discovering cases of great frequency in which Europeans were concerned, but perhaps one of the most interesting cases ever put on record was that concerning a soldier, named Thomas Banbury of the 30th Regiment, who was stationed in the Colony in the year 1867. Banbury deserted from the Military Hospital in January of that year, and owing to his long absence was given up as lost. Whilst the Police were searching the hills above Aberdeen over two months later they came across a rocky cave or stone hut, which to their great surprise they found inhabited by this missing European soldier. The man had been living a sort of Robinson Crusoe life in the solitude of the rocky hill. The cave was about six feet square, and formed of three sides of rock, two of which formed the sides and the third forming the roof. It was lined inside with Chinese thatch, consisting of dried leaves and was provided with a fire-place made of four bricks. Beef, fowl, potatoes and other provisions were found inside the cave, which was far removed from any pathway. Banbury was a bad character in all conscience, for it was found that in addition to robbery he had committed other serious crimes. Owing to the man's ill-health and other causes the case was a long time in coming before the Sessions and when it did come on there were no witnesses present for the prosecution, and so the prisoner was discharged by proclamation. But it was not long before Banbury resumed his former pranks, and was at large eluding the Police from May till November. Known as "The Hermit of the Hills" he defied arrest and it was not until an organised search party had tracked him for over a week that he was caught by some Chinese on the hills above Wanchai. But a Chinese constable lost his life as the result of a shooting accident. Mr. Kyshe tells the story quite graphically, but we

DAY BY DAY.

A GREAT ERROR OF OUR NATURE IS NOT TO KNOW WHERE TO STOP, NOT TO BE SATISFIED WITH ANY REASONABLE ACQUIREMENT, NOT TO COMPOUND WITH OUR CONDITION; BUT TO LOSE ALL WE HAVE GAINED BY AN INSATIABLE PURSUIT AFTER MORE.—Barker.

There were two cases of plague notified yesterday (one fatal), both being Chinese.

It is notified that during the absence on leave of Mr. Arne Schou Sorensen, Consul for Norway in Hongkong, Mr. Sverre Berg will be Acting Consul in charge of the Norwegian Consulate.

It is notified that, at the expiration of three months, the Tung Hing Navigation Company, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

His Excellency the Governor has appointed His Honour Mr. Skinner Turner, a Judge of His Britannic Majesty's Supreme Court for China, to be a Member of the Full Court of Hongkong for the Session commencing on or about the 3rd August.

Tenders are being invited for the construction of a wood refuse lighter for the Sanitary Department. Capacity of hold and hatchway not less than 3,500 cubic feet. Accommodation for 14 men to be provided. The tender to include full equipment fit and ready for use, and to state a time in which the vessel will be completed.

Tenders are being invited for the lease of Crown land known as portion of Kowloon Marine Lot No. 83, containing about 96,673 square feet, for a period of six months from the 1st September, 1920, renewable for further periods of six months but subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Church Notes says good progress has been made with the building of the Cathedral Hall in spite of the heavy rain, which has certainly been well calculated to test the strength of the retaining wall. Since last month's Church Notes went to print the following sums have been received for the Building Fund—Mr. W. L. Patenden, \$100; Mr. J. Wittichell, \$10.

A whist drive was held last evening at the R.G.A. Sergeants' Mess, Victoria Barracks. The attendance was not so good as usual, owing to the weather and the typhoon signal being up. The prize-winners were as follows—Ladies—1st, Mrs. Westlake; 2nd, Mrs. Marsh; 3rd, Mrs. Hunt. Gents—1st, Sgt. Prior, Wilts Rgt.; 2nd, Sgt. Holdman, Wilts Rgt.; 3rd, Staff Sgt. Hunt, M. P. S. C. Master Gunner May was M.C.

On landing here, a Japanese engineer, formerly employed on a Japanese ship recently sold to British owners in England, was arrested by Revenue Officers on a charge of being in possession of 294 taels of raw opium which were discovered in a leather bag he was carrying. When charged before Mr. R.O. Hutchison at the Police Court this morning, the Japanese stated that he came by the Kaga Maru from Marseilles. At this point a friend gave him the drug to bring into Hongkong. A fine of \$1,000, or three months' hard labour, was inflicted.

Mr. N. L. Smith had before him, this morning a Chinese who in espousing the cause of a friend was arrested by the Police on a charge of demanding money by menaces from an old boatwoman. Because this woman had not paid his friend, who was her grand-nephew, several months' wages amounting to \$50, the prisoner visited the boatwoman and asked this money from her on the ground that he was entitled to do so as he had given her grand-nephew free board and lodging for several months when he could get no work. A sentence of one month's hard labour was passed by the Magistrate.

will end this little story of the past by saying that Banbury was eventually sentenced to two years' hard labour and was heard of in Hongkong no more. He certainly had an adventurous career here.

1895.
HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending Aug. 7th, 1895.)

THE DOLLAR.

August 1st.—The rate of the Dollar, on demand, to-day is 2s. 1-5-3d.

LOCAL DEFENCE.

August 1st.—Many months have now elapsed since the very strongest representations were sent to the Colonial Office and War Office from this Colony pointing out the absolute necessity of obtaining for the Colony an enlargement of its boundaries. When this territory was first ceded to us our infantry was armed with the flint-lock muskets, and the biggest cannon to be found in our arsenals would have barely propelled shot from across the narrowest part of the harbour. We were perfectly safe from an enemy at Kowloon, or on Lama. In 1860 our men carried Snider rifles, and the first Armstrong guns were to be found in our field batteries only. The acquisition of the opposite peninsula became necessary for the protection and defence of the island. We first leased and then obtained the cession of it. To-day the acquisition by us of the opposite range of hills from the Cap-sui-Moon Pass to Tamto Head is essential to the effective defence of this city with its docks, arsenal, barracks and magazines as was Kowloon in 1860, far more essential in fact, for modern artillery has a range that would enable shell to be thrown into the Harbour from Mirs Bay at the back of these hills. Lyeemoon Pass is only half a quarter of a mile wide. The hills on the Chinese side command those on our side. The possession of Lama to the South and Cowichow to the West is equally essential from the military point of view. Are we going to have this rectification of frontier or not? From a business point of view, too, we would be glad to have the opposite shores. There would be much more freedom of trade than is unfortunately at present possible. We would be free at last from the incubus of the Imperial Maritime Customs and from the army of Customs spies and mercenaries with which our merchants and traders are now constantly surrounded.

THE COLONY'S MILITARY CONTRIBUTION.

August 2nd.—It is reported that the Military Contribution of Hongkong has been fixed at 17½% of the revenue, i.e. the same as will now be levied on the Straits Settlements.

CATHEDRAL ORGAN.

AN IMPROVEMENT.

The following promises towards the \$500 needed for the proposed Diaphonic Tuba have been received and are hereby gratefully acknowledged by Mr. Denman Fuller.—Mr. A. H. Compton \$50, Mr. C. Blason \$50, Mr. A. H. Douglas \$25, Mr. A. Denison \$50, Hon. Mr. P. H. Holyoak \$100, Hon. Mr. A. R. Lowe \$50, Hon. Mr. N. J. Stabb \$50.

As it was necessary to take advantage of the circumstances which make possible the acquisition of such a stop at about one third the normal price, without delay, the balance of \$125 has been guaranteed by Mr. Denman Fuller until the full amount is forthcoming. It might be added—in reply to several enquiries—that the Diaphonic is a recent invention of the late Mr. Hope-Jones, the famous organ builder, and is an entirely new method of tone production whereby tones of great power and smoothness are obtained. A Tuba is the equivalent of the "Brass" of the orchestra and no modern organ of any size can be considered complete if this class of tone is not represented, the proposed Diaphonic Tuba will supply this deficiency in the Cathedral Organ.—Church Notes.

JEWISH WAR MEMORIAL.

Sir Herbert Samuel, High Commissioner for Palestine, has contributed £100 to the Jewish war memorial fund, which has reached £138,000. It is proposed to raise £1,000,000.

SHIPPING NOTES.

(BY "NEPTUNE.")

Much disappointment was caused by the non-arrival of the mails by the Empress of Asia, owing to a little difference between the Canadian Pacific Ocean Services, Limited, and the Canadian Government. It transpires that the contract between these two parties expired recently, and a better arrangement for the C.P.O.S. was asked—that is, instead of the old terms, the C.P.O.S. asked to be paid for the carriage of the Canadian mails on the basis of space. I now learn that an arrangement has been arrived at between the Canadian Government and the C.P.O.S. and the mails will again be carried from Vancouver by the Empress vessels. It is difficult to glean all the facts. That the mails should have been taken off at Vancouver was not the fault of the Company, and the Canadian Government could not have realised the injury they would be doing to traders in the Far East by their action. The annoyance has been increased by the fact that the Great Northern, which is carrying the mails that were taken off the Empress of Asia, will not be here before the fourth of next month, and not to-day, as previously advertised. I hear that she was delayed by the typhoon and has not arrived in Manila as yet.

We pay the Canadian Pacific Ocean Services, Limited, for the carriage of the mails from here the same rate as we pay other companies, the rates being laid down under the Hongkong Ordinance, namely, five cents per parcel, and one cent for a letter or newspaper or sample. Since the contract made between the C.P.O.S. and the Canadian Government expired, the subsidy at these rates had to be paid to the C.P.O.S., but now that the Canadian Government has come to a new arrangement the Hongkong Government will have to pay again to the Canadian Government. Under the new arrangement between the C.P.O.S. and the Government of Canada, we shall have to pay to the Dominion Government eight francs a kilo for letters and postcards and one franc for printed matter. There are contract and non-contract lines. The contract lines are those that have an agreement with the British Government, and to these contract lines the Post Office pays the Postal Union rates. These rates are four francs for letters and newspapers for distances under 1,500 miles and 15 centimes for printed matter. The whole thing is a complicated system. There is so much for land transit and so much for sea transit, so that when the C.P.O.S. carries mails from here to London via Canada there are many items of calculation. From here the mails are carried to Vancouver, from Vancouver to Halifax and from Halifax to Liverpool, and for this the Canadian Government gets the full rate. If the mails are sent to Vancouver and then transferred to New York the American Government comes in. Land and sea transit charges are worked out on the uniform rate. Of course, the great complication is the exchange. Before the war there was not so much fluctuation, and it is possible that the rate which the Dominion Government paid previous to the new arrangement just concluded may have been a pre-war rate, and if that is so, it is not surprising that the C.P.O.S. have asked for a revision of the old system.

It will interest many to learn that the Empress of Russia arrived at Vancouver on the 19th instant—that is on due date, although she left three days later than her schedule time. She did not touch at Kobe owing to cholera raging there.

Last month there were entered into by the Japanese two ship contracts with the German Government. The two vessels concerned are the Ume Maru and the Nanki Maru, of under 10,000 tons. They will soon sail from Japan for round trips to German ports, their charter rate being fifteen yen per month.

The T.K.K.'s Africa Maru recently had her voyage delayed because she stood by and rendered assistance to the Kiyo Maru when she was on fire off Homokru, and for that delay the T.K.K. offered to pay to the O.S.K. for the delay, but the offer was refused. The O.S.K. said that the Africa Maru merely did a duty,

TO-DAY'S MISCELLANY.

Eccentric golf balls, which duck or twist or sidle as if they were human, have long been a puzzle to their makers and users. It has just been decided that a ball of a specified weight shall be the standard, but weight is not character, and idiosyncrasy abounds in the best of balls. Tests by means of the X-ray disclose slight errors in the "sphericity" of the centre core, so that now, in lieu of a "post-mortem" examination, degeneration of the heart may be diagnosed in the ball's lifetime. Diagnosis will not cure the complaint, but it will leave the affected sphere sound and whole as a C3 practice ball while only A1 "cores" will be selected for match play.

Romance is what every heart longs for, writes Jessie E. Dunbar in the *Pall Mall Gazette*. There have been, and still are, many noble things in the world in our time, but of glamour—the especial glamour that belongs to romance—there is little or none. If the whole world were in as desperate a case as we—in this particular way—there would be nothing left but to resign ourselves. But it is not. There are countries where lovers live in an atmosphere of romance, as much so as any heroine of Maurice Hewlett's earlier tales of love. And what more could one want? Why, then, are we in England cheated out of our birthright? I believe the enemy of women and love to be sport. Sport makes men too civilised. You shake hands—sometimes literally, sometimes metaphorically—with your enemy, or opponent, before you begin to try to annihilate him. And, whether he wins or you win, again he receives the handshake.

which any steamer owes to another in distress. It was a matter of duty and not of money. One is inclined to take off one's hat to the O.S.K. over this matter.

Decisions in collision and stranding cases seldom give complete satisfaction to everybody. *Shipping and Engineering* has weighed in with a note of protest against the finding of the Marine Court of Enquiry that was held here into the stranding of the s.s. Fausang off Hainan Head. That paper seems to think that the master of the vessel was too harshly treated. There is no profession so little understood by the layman as navigation. The average shipmaster is by nature unassuming and reluctant to plunge into prominence. Yet there are few professions, if any, that so materially affect the public welfare. I see, too, that the judgment in the Yangtze collision case that was given in Shanghai does not seem to have pleased many of the shipping men. One certificated master writing to a Northern contemporary remarks that all collisions that have occurred on the Yangtze River are primarily due to the fact that there are no regulations to prevent collisions on this River; although it is generally accepted by shipmasters that the International Rules of the Road should be followed, so far as it is practicable to follow them. The writer says many collisions are secondarily due to the fact that some shipmasters, either from necessity or that tired feeling, leave the control of the vessel on the whole of the lower Yangtze entirely in the hands of the pilots who thoroughly know the river. They know the course from A to B, B to C, and so on, and after a short time on the ship they even know just how many minutes and seconds they should run a given course under the various conditions, but not one in a hundred has any idea how far he can safely depart from that course to avoid a collision.

In co-operation with the Bureau of Lighthouses, experiments are being conducted by the Bureau of Standards in America to establish a radio fog signalling system. Such a system, when perfected, will give the navigator a reliable signal under any conditions of fog, and make him independent of the lighthouse flash. The principal object to be sought is the sending out of a radio signal automatically from a lighthouse, and the reception of this signal upon a ship by a simple radio direction finder. If a number of important lighthouses on the Atlantic coast are equipped with this system, the safety of navigation will be greatly advanced.

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GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

GENERAL NEWS.

GOD-PARENT TOWNS.
The town of Mexieres, in the Ardennes, which passed into German hands in the first days of the war and endured the full agony of military rule by the enemy until the armistice, has been adopted by Manchester, and will now take the name of Mexieres-la-Manchester. It is likely that many devastated towns and villages in France will shortly find other British god-parents to give them practical aid and sympathy in their reconstruction. It was decided the other day, at a meeting held at the Morning Post office, to found a League of God-Parents for this admirable purpose. The scheme is now being organised, and on June 30 the Lord Mayor of London will preside at a meeting at the Mansion House to further the aims of the league.

NOTICES.

DAIRY FARM NEWS.

New Shipment of
FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.
Finnan Haddocks - 50 " " "
Selected Kippers - 40 " " "
Red Herrings - 30 " " "

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SCOT AS ADVISER TO
GERMAN EMBASSY.HELPING TO SOLVE TRADE
DIFFICULTY.

Mr. J. W. McKay, who was until recently secretary of the United Kingdom Business Men's Federation, has been appointed trade adviser to the German Embassy in London.

Seen by a Daily Chronicle representative, Mr. McKay said that, owing to the war, trade relations with Germany were being resumed under entirely new conditions, and the German Government approached him for advice with regard to the placing of German interests in Great Britain. A large number of English merchants have in Germany been energetically seeking sole agencies, and many others have written.

"The principle of the commercial department at the Embassy," said Mr. McKay, "is to facilitate as far as possible trade each way between the two countries. There will I am convinced, be no difficulty in placing agencies here, but the German manufacturers want to be sure that their interests are in safe hands in order to get the maximum benefit."

Mr. McKay added that Germany was striving hard to put

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use Pinkettes: they are the natural remedy for this trouble because they dispel its causes—constipation, liver disorder, biliousness, fermentation in the stomach.

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herself right again, and it would be impossible for her to pay anything in the way of indemnity unless there was a steady development of her export trade.

"I would like to add one warning," he concluded. "It will be very injudicious, at any rate for the time being, for English business men to close any German deals without consulting the commercial department at the Embassy. It exists for the protection of the British manufacturer as well as for the furthering of German interests, and it will be my duty to assist British business men who want to open negotiations in Germany."

NOTICES.

J. T. SHAW

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The Probation Wife! Do you get the idea? "Be good now, girlie, or I'll send you back to mother!"— And girlie stays where she is put and decides to be good!

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"Behind your Silken Veil".....Fox Trot.

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Steamers	From Hongkong	Due Vancouver
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 25	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6

Passengers to Europe and America are advised to determine the exact date of the Atlantic sailing desired, and to secure their tickets as early as possible, their departure in the Pacific Atlantic route being subject to change without notice. Through bills of lading are available for all ports of call. For freight and particulars apply to the Hongkong Office.

For Freight and other information please apply to
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S.S. "WEST NIGER" ... August 7th.

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"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Aug. 10th (from Y. Bama)
TENYO MARU	22,000	Aug. 12th
SHINYO MARU	22,000	Sept. 6th
PERSIA MARU	9,000	Sept. 17th
KOREA MARU	20,000	Sept. 30th

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,500	Sept. 9th
SEIYA MARU	14,000	Nov. 9th

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

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15,000 tons. 11,000 tons. 10,000 tons.

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August 19th. August 23th. Sept. 24th.

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Telephone, Freight Dept. & Agent. 2161.

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Through Bills of Lading issued to all U.S. and Canadian

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Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
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SAILINGS FROM HONGKONG FOR
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"GRACE DOLLAR" ... AUG. 8TH.

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"MELVILLE DOLLAR" ... SEPT. 17TH.
"HAROLD DOLLAR" ... OCT. 9TH.

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792.

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"WEST CADRON"

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THE ROBERT DOLLAR CO.

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Gen. P. O. Bldg.

3rd Floor.

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Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
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(Calling at Shanghai and Kobe.)

"COAST" ... About Aug. 22nd

For SAN FRANCISCO and SEATTLE.

"ELTON" ... About Aug. 6th.

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LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.
HONG KONG

to

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTOPEL	July 31	S.S. WEST MONTOPEL	Aug. 3
S.S. WEST HIKA	Aug. 22	S.S. WEST HIKA	Aug. 25
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

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(COMPANIES INCORPORATED IN ENGLAND)

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AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
LAHORE	5,300	12th Aug.	Marseilles, London and
KALYAN	9,000	18th Aug.	Antwerp.
PLASSY	7,400	25th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
TORILLA	5,300	1st Aug. 1 p.m.	Calcutta via Singapore Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
EASTERN	4,000	18th Aug.	Sandakan, Thursday Island, Calcutta, Townsville, Brisbane, Sydney and Melbourne.
KANOWNA	7,000	22nd Sept.	

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	—	1st Aug. 4 p.m.	Shanghai only.
JEYPORE	—	4th Aug. 4 p.m.	Shanghai, Moji, Kobe & Y'ham.
JAPAN	6,100	9th Aug.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 5 ft. X 3 ft. 1 in. will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
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N. Y. K.**NIPPON YUSEN KAISHA.**

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SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.
FUSIMI MARU (Calling Manila) Sat., 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

ATSUTA MARU... Tuesday, 10th Aug., at noon.
HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.
KANAGAWA MARU... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU... Wednesday, 18th Aug., at 11 a.m.
TANGO MARU... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.
AKITA MARU... Thursday, 26th August.

SOUTH AMERICAN PORTS via S'pore, R'goon, Calcutta & Cape
PENANG MARU... Monday, 9th August.

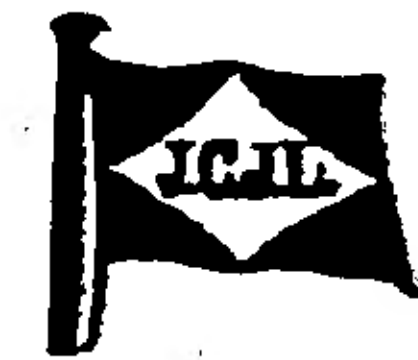
BOMBAY & COLOMBO via Singapore.
TENSIN MARU... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU... Saturday, 21st Aug., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU... Saturday, 31st July, at 11 a.m.
SHINGO MARU... Saturday, 31st July.

NAGATO MARU... Monday, 9th Aug.
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
T'itajap	Java	in port	5th Aug.	Swatow.
T'ikini	Java	1st Aug.	6th Aug.	Shanghai.
T'itoboe	Java	6th Aug.	11th Aug.	Yokohama.
T'itayab	Java	8th Aug.	13th Aug.	Java.
T'itambang	Japan	16th Aug.	20th Aug.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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JAVA PACIFIC LIJN.

NEXT SAILING.

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T'itarum	Java	31st July	1st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian
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For Freight and Passage apply to the

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Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

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LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"MEXICO MARU" ... Friday, 13th August.
"CHICAGO MARU" ... Thursday, 9th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore
"LEZON MARU" ... Friday, 20th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"UNAN MARU" ... Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

"KUNAMI MARU" ... Friday, 25th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

nightly service touching at intermediate ports in Japan
and taking cargo to overland points U.S. in connection
with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" ... 21st August.
NEW YORK—Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.
"HONOLULU MARU" ... Thursday, 9th Sept.

NEW ORLEANS.
"BORNEO MARU" ... Wednesday, 1st Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"INDUS MARU" ... Thursday, 5th August.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.
"AMAEUSA MARU" ... Sunday, 1st Aug.

TAKAO via SWATOW & AMOY.
"SOSU MARU" ... Thursday, 12th August.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	3rd Aug.	5th Aug.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through to all Australian, New Zealand and Tas-

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For Freight and Passage apply to
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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach
the undersigned.
Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

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Regular Sailings to NEW YORK.

NEW YORK via PANAMA CANAL.

S.S. "LOWTHER CASTLE"

Sailing on or about 31st July.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "INNSBRUCK" Sailing on or about 31st July.
S.S. "HUNCARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO
LEVANT, BLACK SEA & DANUBE PORTS
via SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 9th August.
S.S. "INNSBRUCK" Sailing on or about 6th September.

S.S. "HUNCARIA" Sailing on or about 3rd October.
NANYO YUSEN KAISHA LTD.
(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "BORNEO MARU"

Sailing on or about 2nd August.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYU KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African
Ports, with transshipment at CALCUTTA, in conjunction
with the Indo-China Steam Navigation Co. Ltd. and Apar
Lines, connecting with S.S. "UMONA" sailing from
CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD. Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Tungshing	Sun., 1st Aug. at d'light.

TIENSIN via Swatow, Weihaiwei & Chefoo. **Chipsing** Sun., 1st Aug. at d'light.

HAIPHONG via Hoihow **Loksang** Sun., 1st Aug. at 8 a.m.

SHANGHAI **Kwongsang** Thurs., 5th Aug. at d'light.

MANILA **Loongsang** Fri., 6th Aug. at 3 p.m.

SANDAKAN **Hinsang** Sat., 7th Aug. at noon.

STRAITS & Calcutta **Laisang** Tues., 10th Aug. at 3 p.m.

STRAITS & Java **Chunsang** Tues., 10th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to
Calcutta, Penang and Singapore. Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by
vessels with good passengers accommodation, sailings from
both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers
and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov.
between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched for the STRAITS and
CALCUTTA, on Tuesday, August 10th, at 3 p.m.

Cargo accepted on Through Bills of Lading (Transshipment at
Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and
DUTCH EAST INDIES.

JAVA SERVICE.

The S.S. "CHUNSANG" will be despatched on or about
August 10th, at 3 p.m. for SINGAPORE, PENANG, BATAVIA,
SAMARANG and SOERABAYA.

Cargo accepted for RANGOON, PORT SWETTENHAM,
MADRAS & CALCUTTA (via Singapore) at current rates of freight.
For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Chenan	1st Aug. at 10 a.m.

AMOY, SHAI & PUKOW **Sulyang** 3rd Aug. at 10 a.m.

SWATOW & BANGKOK **Luchow** 3rd Aug. at noon.

SWATOW & SINGAPORE **Linan** 3rd Aug. at noon.

MANILA, CEBU & ILOILO **Taming** 3rd Aug. at 4 p.m.

H'HOW, PHOI & H'PHONG **Kailong** 5th Aug. at 9 a.m.

SHANGHAI **Sinkiang** 5th Aug. at noon.

WEIHAIWEI, CHEFOO and
TIENSIN **Kuelchow** 7th Aug. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze,
and Northern China Ports. Passengers are Landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow.
For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong July, 31, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. C. Pasmore	TUES., 3rd Aug. at 2 p.m.

Haiching | A. H. Stewart | TUES., 3rd Aug. at 2 p.m.

Hailong | J. S. Thomas | TUES., 10th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.
"CITY OF OREN" via Suez 31st July.

"BIRMINGHAM CITY" via Suez 27th Aug.

"KINGHOW" via Suez 6th Sept.

"CITY OF DUNKIRK" via Suez 20th Sept.

Calls also at Boston.
Steamers proceed via Suez Canal, Panama Canal or Orizaba option.
Subject to change, with out notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. **CALCUTTA**
M. (Hamburg Line) left Rotterdam
for this port via Suez on the
23rd June, and is expected here
on the 11th August.

The T. K. K. s.s. **TENYO** M.
arrived at Yokohama, on the
19th inst., and sailed on the 22nd
inst., for Hongkong via Manila,
being due at this port August
3rd, in accordance with schedule.

The N. Y. K. s.s. **BOMBAY** M.
(Bombay Line) left Bombay for
this port direct on the 30th July
and is expected here on the 9th
August.

The Ellerman Line s.s. **SWAZI**
from Hamburg and Rotterdam
may be expected to arrive on
the 10th August.

The s.s. **MENTOR** (Blue
Funnel Line) left Liverpool on
17th inst., for Hongkong and is
due here on 22nd August.

The N. Y. K. s.s. **TALAN** M.
(Bombay Line) left Bombay for
this port on the 25th July and is
expected here on the 13th Aug.

The P. & O. s.s. **DUNERA** left
Singapore for this port on the
26th instant at 2 p.m. and is due
here on the 31st instant at about
5 p.m.

The N. Y. K. s.s. **TOYO-**
HASHI MARU (American Line.)
left Kobe for port via Moji and
Shanghai on the 28th July and
is expected here on the 6th Aug.

The N. Y. K. s.s. **DAKAR** M.
(Hamburg Line) left Rotterdam
for this port via Suez on the 21st
July and is expected here on the
3rd Sept.

The s.s. **PROMETHEUS** (Blue
Funnel Line) left Singapore on
29th inst., for Hongkong and is
due here on 3rd August.

The s.s. **BRANDENBURG**
(Blue Funnel Line) is due here
on 1st August.

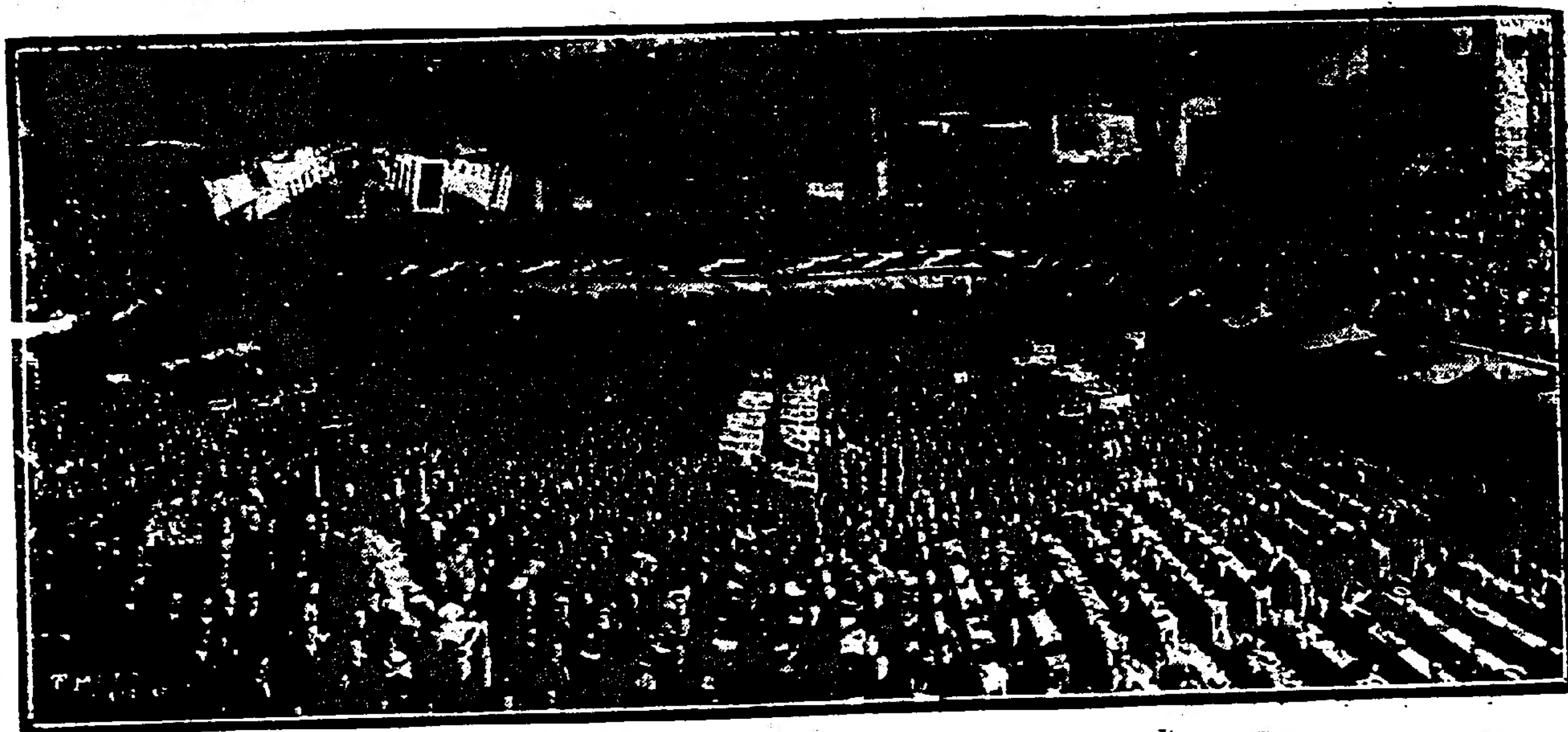
The R. M. S. **MONTEAGLE**
arrived at Yokohama on 23rd
July a.m. left there 29th July
a.m. and is due at Hongkong on
9th August.

The s.s. **LAOMEDON** departed
on the 30th instant for London
with 454 tons of cargo.

The N. Y. K. s.s. **KASHIMA**
MARU (American Line.) left
Kobe for this port via Nagasaki
and Shanghai on the 29th July
and is expected here on the 6th
August.

The s.s. **EURYPILOS** (Blue
Funnel Line) left Liverpool on
22nd inst., for Hongkong and is
due here on 31st August.

TO-DAY'S PICTURES.



U. S. DEMOCRATIC CONVENTION.

Photo taken at the Democratic Convention at San Francisco, which selected Governor Cox as Presidential candidate.



COUNTESS MARKIEVICZ.

addressing a recent meeting of the Sinn Féin "Fianna" annual Commemoration.



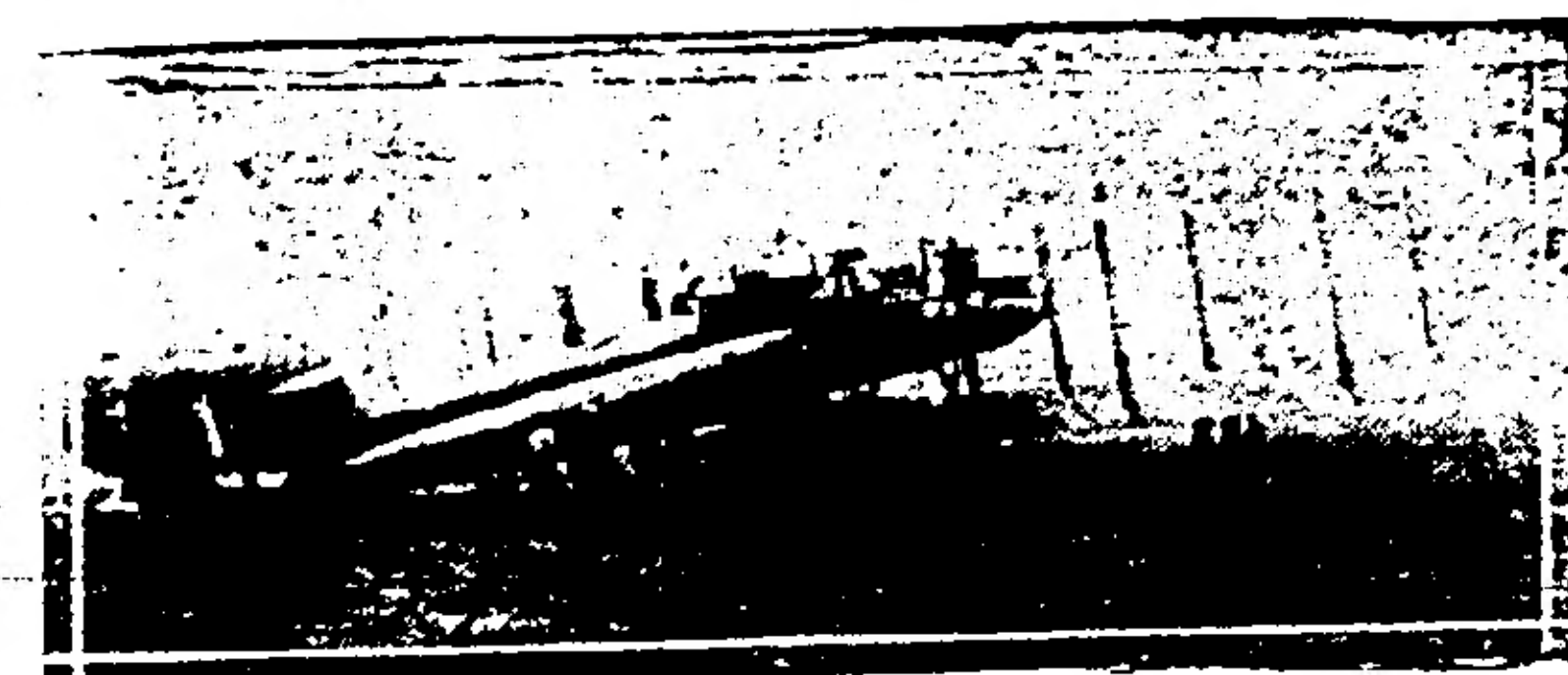
MURDERED PRESIDENT.

Lying-in-state of the late President Carranza of Mexico.



VIEW OF AKABA.

An Arabian city affected by the proclamation of independence for Syria.



AMERICA'S LARGEST AIRPLANE.

"L. W. F. Giant," which is America's largest airplane. This was purchased by the U. S. Army Air Service as a bomber. It is 100 feet wide and is driven by three Liberty twelve motors.

DOINGS OF THE DUFFS

Olivia's Prospects Seem to Widen.

BY ALLMAN



PICTORIAL SUPPLEMENT.



Photo: Mee Cheong.

Group taken at wedding of Mr. Arnold Hughes, M.A. and Miss Annie Cameron.



Photo: Mee Cheong.

The Hughes-Cameron wedding—the bride and bridegroom.



Photo: Mee Cheong.

Wedding of Mr. H. E. Scriven and Miss Jessie Francis Stokes—the bridal couple.



Photo: Mee Cheong.

Group taken at the Scriven-Stokes wedding.



A Chinese pilgrim making his way up the side of Hwa-shan, the mountain which is sacred.



Dr. Paul Reinsch, former U.S. Minister to China, who has been nominated for the Senate by Milwaukee.

NOTICES.

AMERICAN EXPRESS COMPANY.

Established

America 1841

Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP GLASGOW NICE
BARCELONA HAMBURG PARIS
BERLIN HAVRE PETROGRAD
BORDEAUX KOBÉ ROTTERDAM
BREMEN LIVERPOOL ROME
BRUSSELS LONDON SOUTHAMPTON
BUENOS AIRES LUCERNE SHANGHAI
CHRISTIANIA NARVALE STOCKHOLM
COBLENZ MONTREAL TORONTO
COPENHAGEN VALPARAISO
GENOA NAPLES YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAW

SHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars, Peso,
Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,

MANAGER.

Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPCAW"

ABOUT AUGUST 1921

S.S. "EASTERLING"

ABOUT SEPTEMBER 1921

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel Mansions.

BAPTIST MINISTER'S FRAUD.

APPEALS TO RELIGION
AND BOMBAST.

At Monmouthshire Assizes recently Charles Edmund Eaton, aged 30, a Baptist minister, pleaded "Guilty" to 12 counts of embezzling sums entrusted to him by the Ministry of Pensions for payment to pensioners and forging their receipts.

Mr. Vachell, K.C., for the prosecution, said that the prisoner was the minister of the Baptist Church at Crumlin, receiving a stipend of 27s. 6d. weekly. He also had a small poultry farm, and was engaged by the Ministry of Pensions. For the work he did for the Ministry of Pensions he received between £400 and £500. His frauds were done systematically. Many persons who had left the district were kept on his pay-sheet, and he forged their names in the receipts. When his accounts were audited defalcation amounting to over £1,400 were discovered. He was found to have

deposited large sums in several banks and bought a house. Mr. Powell, K.C., defending, said that the prisoner had been a very charitable man, and had greatly assisted many poor people who had fallen on bad times during the war. The prisoner made a personal appeal from the dock. He said that he had tried to stem the tide of human need all round him, and would lay his head down with thanks to God on his prison bed that he had been a blessing to the widow and the fatherless.

Mr. Justice A. T. Lawrence said that the prisoner had abused public trust, and had no right to try to masquerade as an heroic innocent. The prisoner interrupted, making some protest, whereupon the Judge said that he was not sitting in the gallery to applaud his silly speeches. He would have thought more of his manliness if he had been less bombastic, and left out of his protest appeals to religion. He sentenced the prisoner to 12 months' imprisonment.

WATER RETURN.

Level and Storage of water in
Reservoirs on July 1, 1920.
CITY AND HILL DISTRICT WATER
WORKS LEVEL.

1919	1920
Total	1,382.1
City	1,382.1
Hill	1,382.1
Water	1,382.1
Level	1,382.1
Storage	1,382.1
Water	1,382.1
Level	1,382.1
Storage	1,382.1
Water	1,382.1
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BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.Head Office: 12, Colaba Causeway,
Bombay, India.

Authorized Capital	£1,000,000
Reserve Fund	£1,000,000
Profit and Loss	£1,000,000
Dividend	£1,000,000

Branches	Capital
Bombay	£1,000,000
Calcutta	£1,000,000
Canton	£1,000,000
Colon	£1,000,000
Hankow	£1,000,000
Harbin	£1,000,000
Hongkong	£1,000,000
Kobe	£1,000,000
London	£1,000,000
Lyons	£1,000,000
Manila	£1,000,000
Peking	£1,000,000
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Singapore	£1,000,000
Tientsin	£1,000,000
Yokohama	£1,000,000

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000.

Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts
and Fixed Deposits in Local Currency, U.S. Dollars,
Sterling or Francs.

American Bankers Association
and Guaranty Trust Company
of New York Travelers Cheques,
sold by us, payable throughout
the world.

D. M. BIGGAR,

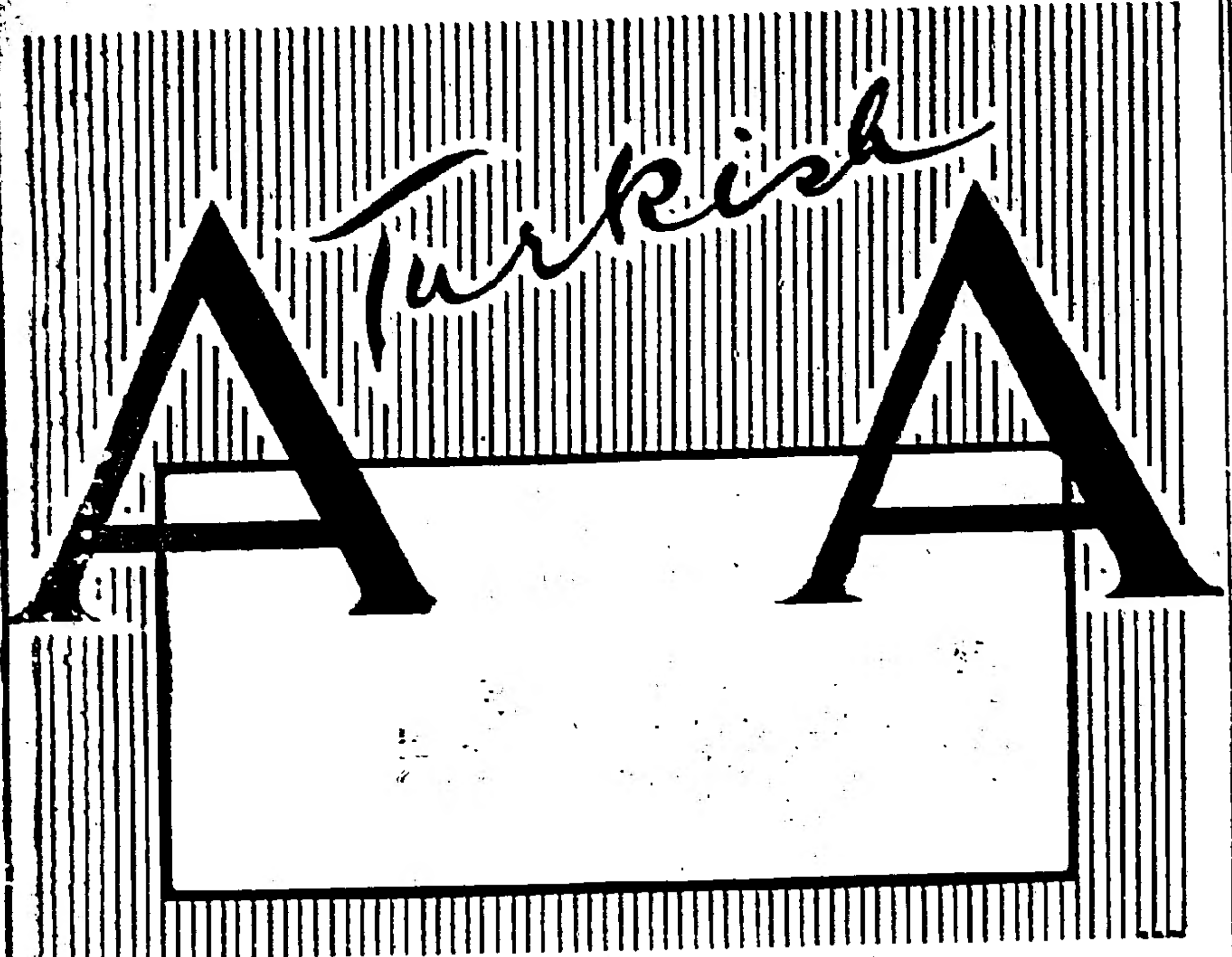
Hongkong Manager.

THE BANK OF CHINA.

Specially authorized by Presi-
dential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.

Authorized Capital \$50,000,000.00
Paid up Capital 12,279,

NOTICES.



Cigarettes.

Its Mild
Mellow Flavor
and Spicy
Tang Satisfy
Ten Smokers
Out of Ten.

This Advertisment is issued by Wm. & A. Tobacco Co., Ltd.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES	
Banks.	
H.K. & S. Banks s. & sa.	630
Marine Insurances.	
Cantons	390
North China	160
Unions	172 1/2
Yangtze	225
Far Eastern	17 1/2
Fire Insurances.	
China Fire	128
H. K. Fire	315
Shipping.	
Douglases	80
H.K. Steamboats	24 1/2
Indos (Pref.)	18
Indos (Def.) L. R.	220
Shells	135 1/2
Ferries	27
Refineries.	
Sugars	230
Malabars	56
Mining.	
Kailans	94
Langkats	13 1/2
Shanghai Loans	13 1/2
Shai Exploration	130
Rauha	39 1/2
Tronchs	27 1/2
Ural Caspians	27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	84
K. Docks	151 sa. 150
Shai Docks	128
N. Engineerings	29
Lands, Hotels & Buildings.	
Centrals	103
H.K. Hotels	125
L. Invest.	109 1/2
H. Hays Est.	8
K. Loan Lands	30
L. Reclamations	140
West Points	50
Cotton Mills.	
Ewos	1560
Kung Yiks	52
Lau Kung Mow	—
Oriental	—
Shai Cottons	270
Yangtzepeeps	35 1/2
Miscellaneous.	
Cements	710
China Borneos	—
Do. Light old	74 1/2
China Providents	730
Dairy Farms	19
Electric H. K.	25
Electric Macao	23
Hongkong Ropes	660
Hk. Tramways	6
Peak Trams, old	70 cts.
Do. new	—
Steam Laundries	5
Steel Foundries	10
Water-boats	13 1/2
Watsons	590
Wm. Powell	11 1/2
Wiseman	35
Bk. East Asia	120 sa. 125
Centrals	60
Marau Elect	84 1/2

Hongkong, July 31, 1920.

TIDE TABLE.

26th July to 1st Aug 1920.

Day	High Water	Low Water	Day	High Water	Low Water
Mean Time	Mean Time	Mean Time	Mean Time	Mean Time	Mean Time
Mon. 26	5 34	1 31	Wed. 28	5 19	1 34
Tue. 27	5 41	1 38	Thurs. 29	5 33	1 41
Wed. 28	5 48	1 45	Fri. 30	5 46	1 48
Thurs. 29	5 55	1 52	Sat. 31	5 54	1 55
Fri. 30	6 02	2 00	Sun. 1	6 01	2 07
Sat. 31	6 09	2 07			
Sun. 1	6 16	2 14			

in morning, a afternoon.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

T/T	4 1/2
Demand	4 1/2
30 d/s	4 1/2
60 d/s	4 1/2
4 m/s	4 1/2
T/T Shanghai	Nom.
T/T Singapore	175
T/T Japan	148 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	75
& New York	206
T/T Batavia	Nom.
T/T Marks	990
T/T France	990
Demand, Paris	—

BUYING.

4 m/s. L/C	4 1/2
4 m/s. D/P	4 1/2
6 m/s. L/C	4 1/2
30 d/s. Sydney and Melbourne	4 1/2
30 d/s. San Francisco & New York	75 1/2
4 m/s. Marks	Nom.
4 m/s. France	10.50
6 m/s. France	10.70
Demand, Germany	—
Demand, New York	77 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	155 1/2
Demand, Manila	175
Demand, Singapore	Nom.
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	52
Sovereign	135 Nom.
Gold leaf per Tael	34.80
Bar Silver, ready forward	56 1/2
Bank of England rates	77
New York/London	37 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1/10 dis.
10	\$1/10 dis.
5	\$7/10 dis.
Canton subcoins	\$9 1/2 dis.

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TO-DAY at 2.30, 5.15 & 9.15 p.m.
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in
"THE PROBATION WIFE"
"SNUB COMEDY" BRITISH GAZETTE

at 7.15 p.m.
"THE SILENT MYSTERY"
Episodes 6 & 7.

HONCKONG THEATRE

TO-NIGHT! TO-NIGHT!
at 5.15 and 9.15 p.m.

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in
"PRIDE"

one of
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POST OFFICE.

GENERAL HOLIDAY.

The General Post Office will be open on Monday, the 2nd Aug., from 8 a.m. to 9 a.m. only.

There will be one delivery of ordinary and Registered correspondence, and one collection of letters from the Pillar Boxes. The Money Order office will be entirely closed.

The District Post offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only and Steungwan Branch which will be open from 8 a.m. to 9 a.m. and from 5.30 p.m. to 8.30 p.m.

There will be one delivery from District Offices at noon.

The private letter boxes at the G.P.O. will be closed while undergoing a General overhaul from 1st to 7th Prox. During this period boxholders correspondence will be delivered to properly authorised messengers at the back counter of the G.P.O.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Manila—Per TENYO M., 4th Aug.
Japan—Per TOYOHASHI M., 6th Aug.

OUTWARD MAILS.

TO-MORROW.

Canada United States Central & South America EUROPE VIA SAN FRANCISCO—Per TAITAROEM, 1st Aug., Reg. 9 a.m. Letters 9 a.m.
Shanghai and North China—Per DUNERA, 1st Aug., 9 a.m.
Saiton—Per UNNAN MARU, 1st Aug., 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 1st Aug., 9 a.m.

MONDAY, 2ND AUG.
Touare—KWAI WKH., 2nd Aug., 9 a.m.

TUESDAY, 3RD AUG.
Swatow & Bangkok—Per LU CHOW, 3rd Aug., 11 a.m.
Swatow Amoy and Foochow—Per HAI HONG, 3rd Aug., 1 p.m.
Amoy, Shanghai & North China—Per SUI YANG, 3rd Aug., 9 a.m.

Swatow, Amoy & Foochow—Per HAICHING, 3rd Aug., 1 p.m.
Philippine Is.—Per TAMING, 3rd Aug., 3 p.m.

WEDNESDAY, 4TH AUG.
Shanghai, N. China and Japan via Moji—Per JEYPORE, 4th Aug., 3 p.m.

THURSDAY, 5TH AUG.
Shanghai and North China—Per SINKIANG, 5th August, 11 a.m.

FRIDAY 6TH AUG.
Swatow, Amoy and Foochow—Per HAICHING, 6th Aug., 1 p.m.
Touare & Quinhow—Per HOCK LEE, 6th Aug., 5 p.m.
Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt & EUROPE VIA SUEZ—Per ELPENOR, 6th Aug., Reg. 5.00 p.m. Letters 7th 8.30 a.m.

SUNDAY, 7TH AUG.
Weihaiwei, Chefoo & Tientsin—Per KUEICHO, 7th Aug., 5 p.m.

WEATHER REPORT.

July 30d. 10h. 20m.—Warning to Hongkong, Philian and Coast: Force:—A Typhoon in Lat. 18° N. Long. 114° E. direction unknown.

July 30d. 11h. 20.—Local signal No. 1 hoisted.

July 30d. 12h. 05m.—No returns from Japanese stations. Pressure has increased slightly over the Philippines and at Vladivostok: it has decreased slightly to moderately elsewhere. A typhoon has developed at about 200 miles to the south of Hongkong: its direction of motion is unknown.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1st, 64.17 inches, against an average of 51.16 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E and N.E. winds, strong; cloudy, squally, rain.
2 Formosa Channel	None.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, July 30.

TUESDAY, 10TH AUG.
Swatow, Amoy and Foochow—Per HAILOONG 10th Aug., 1 p.m.
THURSDAY, 12TH AUG.
Shanghai, N. China, Japan via Honolulu, Canada, United States, C. & S. America and Europe via San Francisco—Per TENYO M., 12th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.



SOLE AGENT,
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